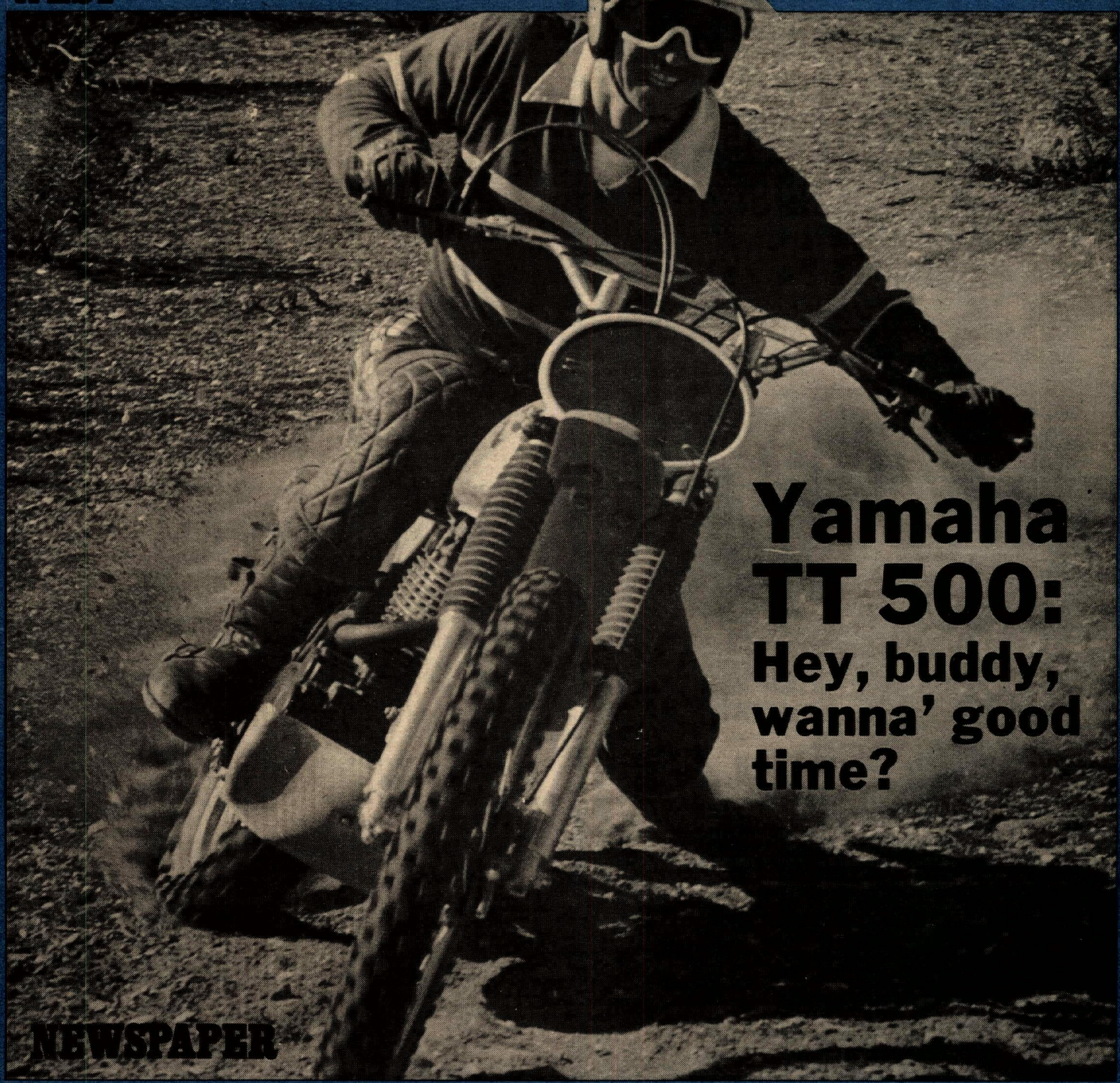
CYCLE NEWS®

WEST Volume XIV : Number 9 : March 9, 1977 75¢

Schreiber's fifth in Belgium: American trialer makes good in Europe

Hannah, LaPorte and Burgett win the Winter-AMA MX Series



Yamaha TT 500: Hey, buddy, wanna' good time?

NEWSPAPER

Baja Odyssey: Huffman, Martinez, Oxley first to tell how others wandered to their deaths

THE LATEST POOP BY PAPA WEALEY

Parkhurst not named AMA Racing Chief

LONG BEACH, CA, FEB. 28
Contrary to information tagged-onto a news story regarding the American Motorcyclist Association (AMA) last week. Joe Parkhurst has not been named the head of racing for the AMA.

According to AMA President Bob Rudolph, "The facts are these: There was a Board of Trustees meeting held immediately after the Annual Meeting on Feb. 17, 1977. At that Board meeting I read a letter from Dan Hunt, Publisher of Cycle World, informing us that Joe Parkhurst's relationship with CBS, Cycle World would cease on March 1, 1977 and therefore he would no longer be their representative. Rather than appoint someone else from their magazine to fill Joe's remaining year on the Board, Dan very generously suggested the Board use its best judgement in filling this upcoming vacancy. It was at this time, on February 17th, not 21, I nominated and the Board approved Roger Hull to serve.

"There are probably many positions with the AMA which Joe Parkhurst could fill very well, including that of Commissioner. However, he has not applied for the job, is not under consideration for it and in fact has spent considerably time along with others of us in interviewing the candidates who are applicants."

We apologize for the inaccuracies.

AMA creates pro racing boards, seeks members

Carrying through on a promise to restructure professional racing, the American Motorcyclist Association (AMA) Board of Trustees, at their Feb. 16-18 meeting in Westerville, Ohio, has created three professional racing boards to deal with dirt track, motocross and road racing. Chairman of all three boards will be the Commissioner of Professional Racing.

The four remaining members on each five-member board will represent diverse constituencies within the world of professional motorcycle racing. One rider and one promoter from each arena of racing will represent their groups on each board. A third member will be appointed on the basis of technical expertise, and the fourth on the basis of business management experience.

(Continued on page 41)

Oops: In our Renegade GP coverage, bike number 41 was not the Tassano Maico. The rider was the Dennis Bennett half of the Bennett/Errio team.

Don Emde is handling the negotiations for his brother David's first trip out of the country — to Imola, (Italy) Paul Ricard (France), and the Match Race Series (England). All expenses to the races will be paid by the promoters, so now it's just a matter of how much start money. David says he wants to wait until after Daytona to sign the final contracts, because "I'm going all out to win, and I'm ready." Emde will turn 19 years old on May 6.

Yamaha Motor Corp. will supply Sue Fish, the International Women's Motorcycle Association (IWMA) National Champion, with a YZ125 and parts for 1977, according to Yamaha spokesman Steve Foitle. Mechanical assistance will come from Crown Cycle of Rosemead, Calif. Foitle says that Yamaha will assist Fish with expense money for certain events, like the Women's Invitational World GP in San Antono, Texas May 27-28.

The syndicated television series "The Racers" will focus on two of America's top professional motocross racers during the current programming season. Hosted by two-time Indianapolis 500 winner Johnny Rutherford, "The Racers" visited two events of the 1976 Trans-AMA International Motocross Series. The result is two programs, one of which will feature Pierre Karsmakers and the other Marty Smith. Keep an eye on your local listings for channel and time of "The Racers" in your area.

Spies report that Can-Am was testing a larger than 250cc, smaller than 500cc piston-port two stroke off road weapon last weekend. Our sources tell us that several other brands of motorcycle were obtained by Can-Am for comparison purposes. The bike, said to be capable to running anywhere in fourth gear, is allegedly faster than any stock Open-class machine now sold in the United States. One big question remains — how will it handle? One source claims it's just as good as the competition. As soon as a test unit comes our way, we'll find out.

The 'Marathon for Mitch' Benefit Race needs your help! You too can benefit in way of a tax deduction woth $100. Enter now. Enter yourself or sponsor a friend! For info on the March 5 event call Rolf Tibblin 714-741-1042.

Before the tarmac specialists start to warm up the Daytona speedbowl, a virtual "Who's Who" of American dirt -track will be at Volusia County speedway to officially open Speeweek with the March 6 Daytona Half Mile. Last year's winner Ted Boody heads a list that includes Terry Poovey, Corky Keener, Jim Rawls and Mike Caves,

Last month a faculty group from University of California, Berkeley wrote a letter to President Carter damning all ORVs and urging more restrictions. (You may have already seen it reprinted in the Santa Barbara News-Press and other papers with a similar editorial slant.) You can write your side of the story — address it to Jimmy Carter, President of the United States, The White House, Washington, DC 20050.

Asked about Laverda's 1977 U.S. export volume while visiting Rickey Racer (a Laverda dealership in Pomona, CA), Mr. Massimo Laverda said it would be limited to 800-1200 motorcycles, no more.

Many of the 35 Yamaha 1977 TZ750s (also known as "OW31 Replicas") sold this year for $5,195 each came with defective crankshaft bearings. Buyers of the road racing machines were given a complete gasket kit, new bearings and seals, and instructions to replace the parts before running the engines.

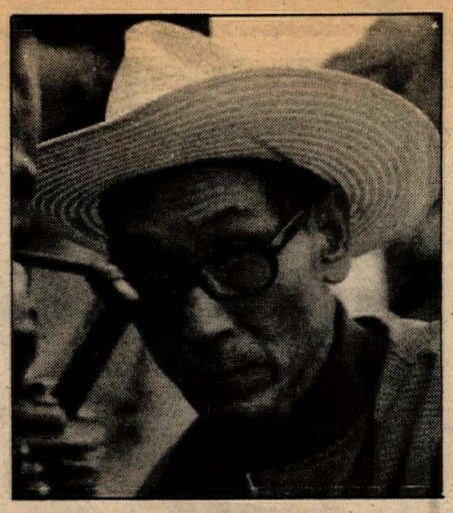
Phil McDonald will marry Nancy Emde, sister of competitor David Emde, in San Diego, Calif., on May. 6.

Yet another desert star will be going around in circles. Larry Roeseler will be riding the '77 speedway season. Bill Ballard will furnish the bikes and equipment (Jawa), with Malcolm Smith Racing Products and Pennzoil providing sponsorship, oil, gas, etc.

Our own Jack Mangus just returned from the French Riviera (poor guy) where he attended a press conference which formally announced the upcoming AGV World Cup, a three race series with rounds at Daytona (March 13,) Imola (Italy) April 3, and Paul Ricard (France) April 17.

AGV Helmets has posted $30,000 for the series which will be paid out via the following breakdown: $9,000 per event paid to the top five point leaders per the following schedule -- 1. $3.500; 2. 2.500; 3. 1.500; 4. 1.000; 5. 500. That's a total of $27,000 and the additional $3,000 will go to the overall winner. A rider who led the standings after all three rounds could pick up $13,500 in AGV money. Not too shabby.

Rotary Cycles of U.S.A., Inc. has announced that they are no longer the importers of Hercules motorcycles and mopeds. Sachs Motors Corporation of USA, a subsidiary of Hercules, has taken over U.S. distribution of the motorcycles. They're located at 909 Crocker Rd., Westlake, Oh. 44145, 216/871-4890.



Legendary four-stroke tuner Pops Yoshimura remains hospitalized at Riverside Hospital in North Hollywood, Calif. with second-degree burns suffered in a dyno-room fire at Yoshimura R&D of America on Feb. 18. According to Fujio Yoshimura, Pops' son, Pops will miss Daytona because his burned skin is too sensitive to be exposed to the sun. Doctors predict that Pops will be released at the end of his second week in the hospital.

Maxco chain products, for bikes as well as chain saws, are available now out of an Oregon warehouse at 8150 Southwest Nimbus Ave. in Beaverton, near Portland. Hotline phone number is (503)641-5252.

AME Youth Division motocross will be featured on th Mar. 7 show of the Mickey Mouse Club. Check your local listings and don't forget to wear your ears.

Three major motorcycling organizations (the AMA, M.O.R.E., and Desert Racing Assoc.) have reached a consensus on a recommended State Off Highway Vehicle Park site in Southern California. Letters are expected to go out to AMA members shortly, urging support for Hungry Valley as the preferred site. The organizations will recommend that California acquire Hungry Valley's 19,000 acres immediately, and study a long-term leasing arrangement to open the Potrero site next.

A total of 293 AMA amateur road racers have filed entries for amateur competition at Daytona International Speedway on Wednesday, March 9. Entries for the traditional "amateur day" at Daytona have closed with 57 entrants in showroom stock classes, 87 in modified production classes and 99 in grand prix classes. In all, 13 classes of competition will be held.

Registration will be open for riders on Tuesday, March 8 only. Sound tests and technical inspections will be conducted Tuesday and on Wednesday morning. Practice on Wednesday will begin at 8 a.m. with the first 10-lap final event on Daytona's infield course scheduled at noon.

HosPITal Stop: Larry Geese, design engineer for ANCRA (tiedowns and stuff) suffered severe multiple fractures of his left arm several weeks ago when he crashed head-on with another rider on a trail near Gorman, Calif. Larry was recently released from the hospital and is expected to return to work soon.

(Continued on page 28)

CITIZEN. CARNIVORALL

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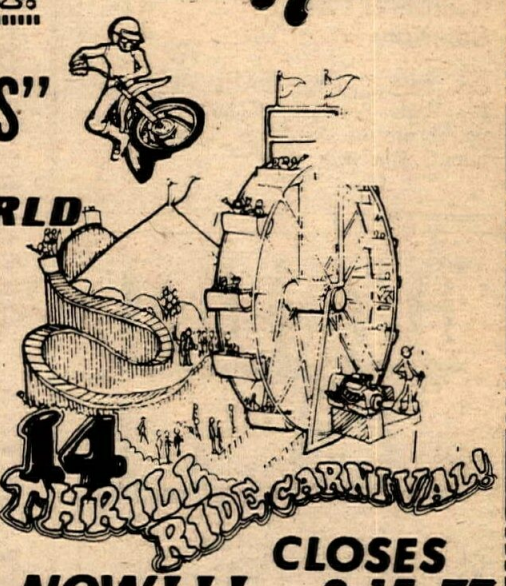

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CYCLE NEWS

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MX course

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NMA WORLD MINI GRAND PRIX

THE WORLD CHAMPIONSHIP OF MINICYCLE RACING

ENTRY FORM

Rider's Name _____ Age _____

Street Address _____ Birthdate _____

City & State _____ 1977 NMA No. _____

Phone _____ Zip _____ New Members, number will be Assigned by return mail (See Otherside Note #4)

IMPORTANT: READ INSTRUCTIONS, OTHERSIDE

ENTRY FEES $15.00 PER CLASS.* IF TWO (2) OR MORE CLASSES ARE ENTERED, $10.00 PER CLASS. "POST ENTRY" - IF YOU ENTER THE DAY OF THE EVENT, RATHER THAN MAIL YOUR ENTRY, THE FEE WILL BE $30.00 PER CLASS. *PEE WEE & JR. CYCLE $8.00 ENTRY FEE.

CHECK (X) RIDER CLASS (SEE NOTE #6) NOVICE _____ INTERMEDIATE _____ EXPERT _____

ENTRANTS MUST HAVE 1977 NMA MEMBERSHIP 1977 NMA LICENSE $8.00

TYPE OF BIKE(s) TO BE RACED CHECK (X) PER ENTRY

BIKE CLASS	MAKE/MODEL	CHECK (X	BIKE CLASS	MAKE/MODEL	CHECK (X)
XR-75, 4 Stroke			*Pee Wee Stock		
0 to 83cc Stock**			*Pee Wee Modified		
0 to 105cc Modified			**Jr. Minicycle Stk.		
Powder Puff (Note #8)			Jr. Minicycle Mod.		
0 to 83cc Modified					
100cc Motorcycle			*Indian Mini Mini SEE NOTE #10		
125cc Motorcycle			**Entry into Stock Class must be Stock per NMA Rules		
TOTAL EVENTS ENTERED			TOTAL $$ ENCLOSED		

WAIVER OF ALL CLAIMS

I, the undersigned, for myself and for my heirs, personal representatives and assigns, do hereby release and forever discharge NATIONAL MINICYCLE ASSOCIATION and any other person, firm or corporation charged or chargeable with responsibility or liability, their heirs, representatives and assigns, from any and all claims, demands, damages, costs, expenses, loss of service, actions and causes of action, arising from any act or occurrence, and particularly on account of all personal injury disability, property damage, loss or damage of any kind that I may hereafter sustain as a result of participating in the Event, named WORLD MINI GRAND PRIX APRIL 1, 2, & 3, 1977, AT RACING WORLD, TRABUCO CANYON CALIFORNIA

I fully understand the nature of the activities to be conducted by NATIONAL MINICYCLE ASSOCIATION; acknowledge the hazards of said activities and voluntarily assume the risk of injury to my person, property or the person or property of others. (If participant is under the age of 21 years, this form must be signed by his parent or guardian).

The management of "NATIONAL MINICYCLE ASSOCIATION" reserves the right to Class or Race any entrant as they so desire and per their discretion.

SIGNED this _____ DAY OF _____, 1977.

(Caution: READ BEFORE SIGNING

PARENTS SIGN _____ RIDERS SIGN _____

Make checks or money orders payable to:
NATIONAL MINICYCLE ASSOCIATION

Entry deadline: (for mailed entry)
Entries must be postmaked by 3-15-77

Mail entries to:
National MInicycle Association
24324 Gilmore Street
Canoga Park, CA. 91307

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ON THE FRONT PAGE: Tester Ron Rigler found the TT500 a great source of fun and grins. Photo by John D. Ulrich.

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VOICES OF THE WEST

A diabolical plot

You say there's no place to ride and you're getting hassled? You say the Sierra Club's crimping your style? Well, friend . . .

Try my plan — it works. Just take out a 3x5" card, or similar size piece of paper. Write on it: "Sierra Club — please send me information about the club's objectives, effectivity, and membership qualifications. Also send address of my local representative. Thank you." Sign it, clearly print your name, address and zip. Address the envelope to the Sierra Club, your state chapter address, slap a 13 cent stamp on it and watch Uncle's good man carry it away.

Simple — that's all — done — final — end of plan. Gas up and go ridin'.

Then, a week or so later, the postman will deliver a packet of junk from the Sierra Club. Open it, mail their "reply" SASE (empty) and roundfile the rest. But as you do — note the total postage paid by the Sierra Club. 39 cents! AHA! We screwed 'em three-to-one on postage alone!

Well, as you can feel the brain waves tingling messages to the ol' throttle hand — if each dirt rider would subscribe to the plan, his individual cost would be very low, even if he did it repeatedly it would only be a few cents per week. But the collective cost to the Sierra Club would be — *staggering!*

PHIL MARSIK
Glendale, CA

"Anti-bike" award

Our local paper probably takes top honors in California for being the most anti-bike paper in the state. Mr. Dick Smith of the Santa Barbara News-Press borders on the insane when it comes to ORVs using even parks or worthless earth like our little piece of the moon, Ballenger Canyon.

ELLIE TAYLOR
Santa Barbara, CA

Grizzly Bear

I guess I was supposed to cover the Grizzly Bear. I backpacked into Los Padres instead. Man does not live by motorcycles alone.

MIKE KINSELLA
Hayward, CA

Injury "Scotches" Jock's trip

I have now returned to work after six months, the time it required for my injuries, (received when I crunched my B50 BSA), to heal. Result, no trip to California and the Mojave Desert for some time to come.

So I ask you to send Christmas wishes and Happy New Year to the Chaparrals and all other desert riders.

Like a rather famous U.S. general — "I shall return."

"JOCK" CRICHTON
Staines Lidden
England

Jock is the kilted Scot who has, in past years, taken his vacation to ride U.S. desert races, "sponsored" by his workmates at home, with the proceeds going to charity . . . Ed.

You got a spell on us

In your Dec. 14 article on the OHV Fund "Ripoff" — Cycle News says "Dederich;" State of California says "Dedrick." That's Mrs. Claire T. Dedrick, Secretary for Resources, 1416 Ninth St., Room 1311, Sacramento, CA 95814.

For the correct answer, you can send me a CN decal to ride next to "M.O.R.E." on my winning 500cc single.

PHIL MARSIK
Glendale, CA

The staffer who failed to check the spelling will be shot at sunrise. Your sticker is on its way . . . Ed.

Praise for everybody

A note of praise to Cycle News, Dale Brown and Gary Laudig for their recent excellent desert racing coverage. Certainly hope this change will extend through the year. Along with the above should be a compliment for the out of state articles, Nevada, Utah, etc. off-road events. With time, patience and a lot of effort, off-road riding can find a place among the environmentalists and government ways. Congratulations also to the Viewfinders MC for their No. 1 effort in 1976.

T. I. TOLLESSON
Culver City, CA

A holler from Washington — state, that is

Your newspaper is super, but for some reason Cycle News West doesn't have many Washington State articles in it. I would enjoy a few "once a year." Keep up the good work!

DON HAWORTH
Kent, WA

We'd like to see more too, Don. There's no shortage of events up there, but there is a shortage of correspondents. Any Washington-staters with a camera, a typewriter and an urge to be famous should contact us right away. Have we got a deal for you . . . Ed.

Another cinema critic

A recent letter to Cycle News complimented the movie "Naturally Free." (I can't pass judgement on that movie because I didn't see it.) The letter-writer said "On Any Sunday" was a movie for enthusiasts only. I can't agree with that, because when I first saw "On Any Sunday" I was an unintelligent clod who couldn't tell the difference between a Harley Hog and a Z-1, but I still thoroughly enjoyed it. If he thinks "On Any Sunday" was only for enthusiasts he should get off his tricycle and look at the world.

BERKELEY CHOATE
Berkeley, CA

Desert Rats reply

The Desert Rats M.C. wants to thank all riders and guests who attended our first annual "Rat Race" Hare Scrambles held in January.

The Desert Rats M.C. is a new club to AMA District 37, having been formed in December of 1975. We were delighted that we were successful in obtaining *two* race events for 1977. The Club worked very hard in 1976 formulating plans for our first event to be held in January 1977. Although the Club is new, its members have been riding D-37 events for some years and therefore collectively had many suggestions for the course layout.

(Continued on page 16)

Don't Delay-Entries Close March 7.

GREAT BEAR GRAND PRIX

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APRIL 2 & 3, 1977

PRESENTED BY ORANGE COUNTY MOTORCYCLE CLUB

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CLASSIFICATION*		
DISTRICT 37-38 CLASSIFICATION		FOR DISTRICT 37-38 POINTS ONLY
BEGINNER		DISTRICT 37 NO. _____
NOVICE		DISTRICT 38 NO. _____
JUNIOR		DIVISION _____
EXPERT		CHECK ONE MX D S
OTHER*		CLUB

* IF YOU DO NOT HAVE A CURRENT DISTRICT 37-38 CARD, ATTACH COPY OF CLASSIFICATION FROM OTHER ORGANIZATION.

Mail Entry $16.00 a rider – Post Entry $30.00
(Includes $1.00 for District 37 - 38 Legal Defense Fund)

ENTRY MUST BE ACCOMPANIED BY 3 SELF-ADDRESSED, STAMPED, LEGAL SIZE ENVELOPES, PHOTOCOPY OF RIDER CLASSIFICATION, AND AMA CARD.

(Please Print Clearly)

Name _____ Address _____ Age _____

City _____ State _____ Zip _____ Phone _____

Eng. No. _____ Eng. Size _____ Make Bike _____ AMA # _____ Expires _____

SATURDAY 9:00 START	SATURDAY 1:00 START	SUNDAY 9:00 START	SUNDAY 1:00 START
100 - CLASSIFIED, ALL 125 - CLASSIFIED, ALL 175 - CLASSIFIED, ALL WOMEN CLASS, ALL	100 TO OPEN } SPORTSMEN (ALL)	250 - BEG, NOV, SR. 500 - BEG, NOV, SR. OPEN - BEG, NOV, SR.	250 - EXP, JR, SR. 500 - EXP, JR, SR. OPEN - EXP, JR, SR, SIDE HACK'S
MAIL ENTRY TO: GREAT BEAR GRAND PRIX 2805 SAN JUAN LN. COSTA MESA, CA 92626 PHONE (714) 545-2211	MAIL ENTRY TO: GREAT BEAR GRAND PRIX 368 S. CENTER ORANGE, CA 92666 PHONE (714) 633-0527	MAIL ENTRY TO: GREAT BEAR GRAND PRIX 1021 ACACIA ORANGE, CA 92668 PHONE (714) 532-4194	MAIL ENTRY TO: GREAT BEAR GRAND PRIX 924 TULAROSA ORANGE, CA 92666 PHONE (714) 633-2246

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37/38 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

(Entrant's and/or parent's initials) _____

The undersigned does hereby certify that he is a duly qualified (Circle One) Junior / Expert / Novice class motorcycle rider having been so qualified by a competent organization.

It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.

Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant _____ Date _____ 19 _____

* If entrant is under 18 and does not have a current District 37 – 38 Card indicating notarized consent is on file, Parent or Guardian must sign here acknowledging his or her notarized consent to the terms of entry. _____

NOTICE – THE BELOW INFORMATION TO BE USED BY RESCUE FORCES ONLY.

Male/Female G.P. No.

RIDER'S NAME _____ AGE _____

STREET ADDRESS _____ CITY _____ STATE _____ PHONE _____

PERSON TO NOTIFY IN CASE OF ACCIDENT _____ PHONE _____

RELATIONSHIP _____ YOUR BLOOD TYPE _____

YOUR INSURANCE COMPANY _____ POLICY NUMBER _____

BIGGEST MOTORCYCLE EVENT OF THE SEASON!!

BIGGEST MOTORCYCLE EVENT OF THE SEASON!!

In the thick of it; Rick Burgett (8) about to explode from the midst of the Open class pack.

Florida Winter-AMA MX Series — Round four:

LaPorte, Hannah and Burgett wrap up series wins; "Killer" Kudalski wins Open class at Florida finale

By Jim Gianatsis

ORLANDO, FL., FEB. 27

Fanning the clutch of his production YZ Yamaha like a six-shooter's hammer, Bob "Hurricane" Hannah blasted away at the star-studded opposition to bull's eye both 250cc motos and ride off into the sunset with his second consecutive Florida Winter-AMA Series title. His Orlando Sports Stadium performance made it eight straight moto wins for eight starts on the Keith McCarty-prepared stocker. Rounding out the 1977 series in second position was reigning 250cc National Champion Tony DiStefano on the RN works Suzuki with newcomer Marty Moates taking his Ossa to third place for the four races.

The 125cc Professional class fell to Suzuki's Danny "LaPortalet" LaPorte on the factory RA125 wrenched by Pat Alexander after an epic second moto battle with Yamaha's Broc Glover for the series title. Broc had to settle for second best as Jimmy Fitzgerald from Pensacola took third place — top privateer — with his RM125 Suzuki.

Rick "Lumberjack" Burgett almost saw his Open class series title disappear as he was penalized a lap for jumping the start of the second moto on his Larry Carpenter-tuned YZ400 Yamaha. But a nose-dive over the bars by Suzuki's Billy "Sugar Bear" Grossi left the frizzy-haired kid seeing stars for two laps and little Ricky with his crown secure. Penton's Don Kudalski was left with the day's Open win but was way down on series points after two previous weeks of bum luck. Posting third overall in the series' Open class was Joey Gratton from Pompano Beach, Florida, who finished the day's race in third place on his Motocross South 400 YZ Yamaha.

Besides being the final Florida series event, the day's race at Orlando Sports Stadium turned into a warm-up for the following weekend's AMA Supercross Series opener in Atlanta. With the exception of just a few riders, all the factory teams were on hand, with 250cc class entries, to sort out their bikes and riders. New names on the entry list included Pomeroy, Croft, Karsmakers, Staten, Tripes, Mosier, and Zahrt.

250cc: Heavy competition but Hurricane's not impressed

More than a few eyebrows were raised during the qualifying motos as Harley-Davidson's Marty Tripes stole the show in the first race with the new production bike, winning easily ahead of Honda's Jim Pomeroy and Tommy Croft. The second qualifier proved to be more of a race as Pierre Karsmakers took his production Yamaha to the finish line ahead of Maico's battling teamsters Gaylon Mosier and Steve Stackable.

Hannah holeshot the first 30-minute feature moto but before he got two turns down the track, Pomeroy was by and into the lead. Behind were Karsmakers, Ellis, Moates, McCoy and Tony D in hot pursuit. Hannah rubbed Bimbo's rear fender for five laps looking for room to make use of a second line. He found it when Jim hit the rear wheel of an out of shape rider and bailed off the RC Honda. Bob clipped the Honda's rear wheel, but stayed upright and disappeared. Bimbo remounted, almost a lap down. After checking out his bike and the track for a few laps, he retired to the Honda pits.

Halfway through the moto, Hannah had a half a lap lead on Karsmakers in second. Then came Tony D who had been rapidly improving his poor start. Terry Clark on the factory Kawasaki, Staten, Ellis, Mosier, Moates, Stackable and privateers Tony Summey and Monte McCoy. Except for Staten getting by Clark, positions remained relatively the same right up to the checkered flag as Hannah lapped all the way up to fifth place.

"Hurricane" pulled his worst start of the series for the second moto as Jimmy "Captain Cobalt" Ellis took control ahead of McCoy, Moates, Tony D, Pomeroy, Hannah, McCoy and Karsmakers. Ellis continued pulling away with his lead for four laps until a lower fork triple clamp on his Can-Am broke and left him coasting into the pits.

"The only time I seem to finish is when I'm not doing good," said Jimmy afterwards, who has yet to finish a race in Florida.

With Ellis out of the way, Tony D found himself holding down the lead after carving out McCoy and Moates,

(Above) Broc Glover (17) got a 125 class holeshot, and Danny LaPorte (7) is buried — but not for long.

but Hannah had worked right up behind "The D" to second. What followed from that point to the finish was the most exciting clash of the series as the Suzuki and Yamaha team leaders tangled cables lap after lap in a pass and repass match that had the some 4,000 spectators clammering for more.

Tony D — "Hannah rides like he's crazy so I tried to keep my distance whenever he got in front of me. I didn't want him to take me down with him if he fell!"

Bob — "He got back in front of me each lap, but then I'd get him back again in the turns by swinging out way wide where the sand was smoother and I could keep my speed up."

Tony D — "Getting slow starts all series was really what had been keeping me from staying up with Bob. I finally had him near me and was able to stay with him."

Bob — "That's what really helped me in the series, always getting holeshots. Leaving that throttle pegged and fanning the clutch."

Tony D — "I was all set to get Bob on the last lap. Then I missed a gear on the whoops and got pitched over the bars."

Quickly recovering from his fall, Tony held onto second place as Bob wheelied his Yamaha across the line for the overall win. Marty Moates collected third ahead of Clark, Sumney, Stackable, John Savitski on the FMF Suzuki, Greg Robertson on the factory Ossa, Monte McCoy and Mosier. Hannah disappeared into the pits, leaving Tony D to collect the champagne and kiss meant for Hannah from the trophy girl. A few minutes later, Hannah reappeared with his own trophy girl to collect his 1977 Florida Winter-AMA Series Champion trophy.

"I guess since it was my series I get to pick my own trophy girl," said Hannah before leaving the track again, this time with *his* trophy and trophy girl. ●

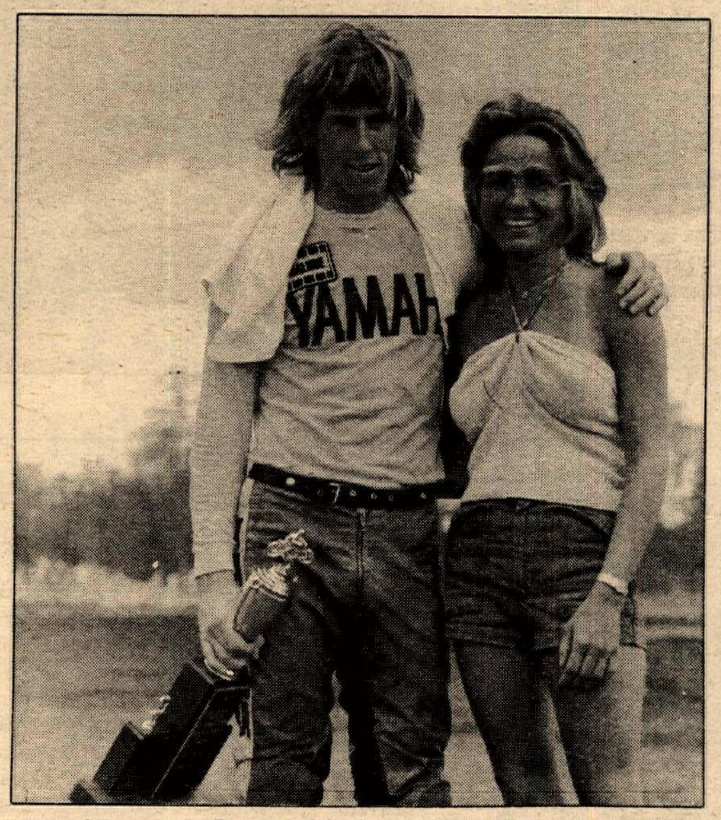
Results

125cc: 1. Danny LaPorte 1-1 (Suz). 2. Broc Glover 2-2 (Yam). 3. Leonard Chiesa 5-4 (Suz). 4. Furman Gray 11-5 (Suz). 5. Glen Johnson 10-7 (Suz). 6. Dave Bowkan 9-8 (Hon). 7. Jimmy Walker 4-17 (Suz). 8. Mark Barnett 3-19 (Suz). 9. James Fitzgerald 7-14 (Yam). 10. Jon Leak *-3 (Yam).

250cc: 1. Bob Hannah 1-1 (Yam). 2. Tony DiStefano 3-2 (Suz). 3. Terry Clark 5-4 (Kaw). 4. Marty Moates 9-3 (Ossa). 5. Pierre Karsmakers 2-12 (Yam). 6. Steve Stackable 8-6 (Mai). 7. Tony Sumney 11-5 (Yam). 8. Gaylon Mosier 7-10 (Mai). 9. John Savitski 12-7 (Suz). 10. Monte McCoy 10-9 (Yam).

OPEN: 1. Don Kudalski 3-1 (Pen). 2. Rick Burgett 1-4 (Yam). 3. Joey Gratton 4-2 (Yam). 4. Karl Taylor 5-3 (Yam). 5. Billy Grossi 2-9 (Suz). 6. Pat Moroney 6-5 (Hus). 7. Jeff Jennings 7-6 (Suz). 8. John Calathes 10-7 (Mai). 9. James Wallace 9-8 (Suz). 10. Monte Anderson 12-10 (Bul).

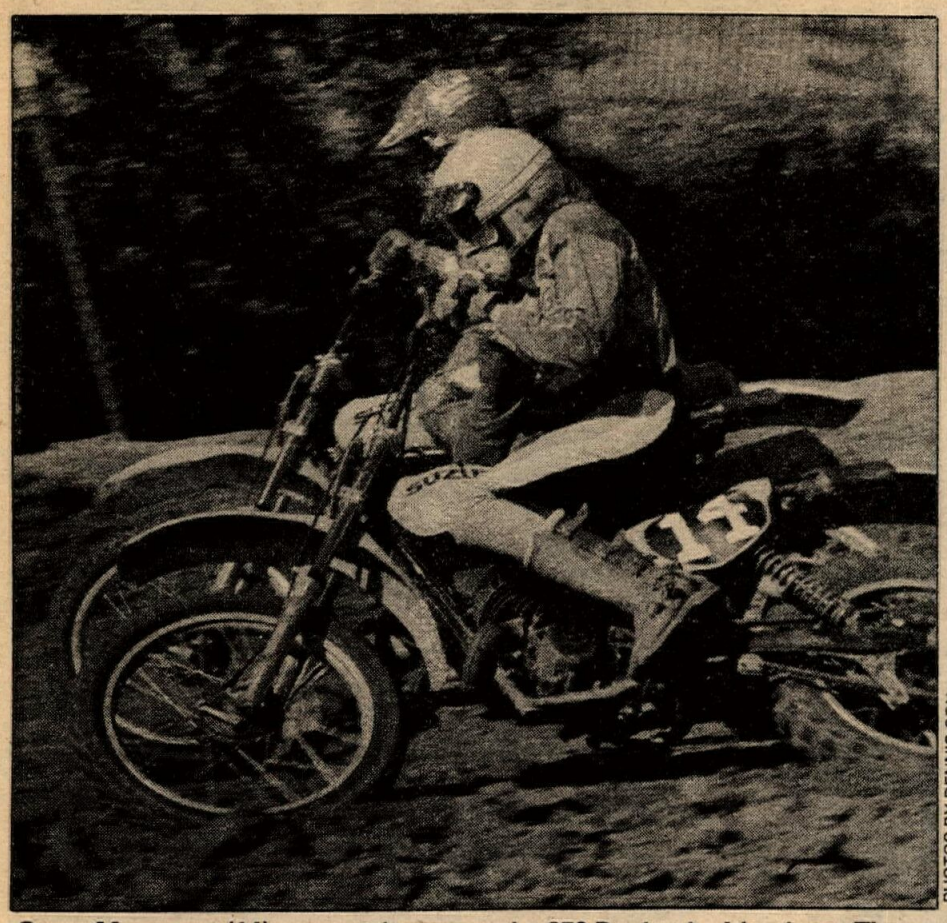
*Denotes a placing outside the top twenty.



(Right) Danny LaPorte with the track's official drinking buddy. (Left) Hannah, however, brought his own. (Below) Jim Pomeroy, leading Hannah (2) played with his new toy until he broke it.

PHOTOS BY MIKE AND ANNE ADAIR AND GIANATSIS

Western hotline



PHOTOS BY DENNIS COX

Steve Montague (14) managed to argue the 250 Pro lead with winner Tim Tolar at AMC's Saddleback MX, then trouble struck. (Below) Richee Collins (88c) and Mike Yorba tied on points. The win went to Collins with his second moto victory.

PATTI TROTTER

Warren Reid crashed in the first moto, won the second moto and emerged as overall CMC 125 Pro victor.

Collins barely beats Yorba at AMC Saddleback

By Dennis Cox

ORANGE, CA, FEB. 27

"I made Collins work for it." said Mike Yorba after a race-long duel with KTM rider Richee Collins at AMC's Saddleback Sunday motocross. Yorba, riding for Orange County Suzuki, had some work cut out for him as he rode both 250 and Open Pros tieing for first in both classes on points but taking second with last moto tie breakers.

Richee Collins (KTM) had his hands full in the big-bore Pro battle with ever-present Mike Yorba. Yorba, riding a stock RM, pressed Collins the entire race and took the first moto win. But Yorba was just nipped out of the second moto win and Collins won the all-important second moto tie breaker. This gave Collins the win and Yorba second overall for the day. Kevin Rodgers (Mon) forsook the surf at Huntington for the sun at Saddleback and piloted his two-thirds Montesa (no clutch or brakes) to two thirds for the day. Watch out for Kevin if he should get three thirds.

Seventeen 250 Pros showed up to do battle in this hotly contested class. Steve Montague (Suz), Tim Tolar (Suz), and Mike Yorba (Suz) had a three way battle for the lead in the first moto with Montague taking the win, Yorba the place, and Tolar the show. The second moto was all Tolar's as he cruised in for the second moto win and the overall. Yorba rode an outstanding second moto, coming up from a bad start and fall, to take second overall for the day. Jonas Gaaf made it a Suzuki sweep in the 250s, taking third place money. Tom Cross (Mai), and Steve Roark (KTM), had a handlebar rattler going into the second moto with Cross getting the nod for fourth overall. ●

Results in Results Section.

Reid and Bell skim top of CMC $1000 purse

By Patti Trotter

CARLSBAD, CA, FEB. 27

Brian Myerscough was the first one around the corner as the 125 Pros went off the line, followed by Randy Hess (FMF), Jeff Tomlin (Hon) and Gary Ogden (FMF). The kid on the Red Rocket was not too far behind, and within a very few laps Warren Reid was breathing right down Brian's neck. As he came out of the hairpin turn, Reid went down totaling the front brake lever. He was up and going without losing his second place. Third place Hess managed to get around Reid for a very short time. Hess, Pete Wanket (FMF) and Gary Ogden were pushing hard to stay with the leaders. Ron Turner (FMF), who had gotten a last place start worked his way up. Hess, Wanket and Ogden got a three way dice going while they were digging into and enjoying the super tacky track (the rain a few days ago did wonders for the adobe). Dan Schramm (Yam), Robert Elliott (Suz) and Radical Ron were closing in on Hess & Co. When they all got together it was an unbelievable pack of full-on racers. Crossing under the checkers in order were Myerscough, Reid, Hess, Wanket and Ogden.

For the second moto Hess blasted off the line to lead Gary Denton (Suz), Ogden, Reid and Radical Ron. By the second lap Ogden had done away with the riders separating him and the leader. As the laps elapsed Ron Turner, Reid and Danny Turner (Fra) had knocked off Hess, Ogden and everyone else. As they came off the downhill and approached the drop-off the three leading riders were side by side. Danny and his Franks Honda outgassed Turner and Reid, then as Turner and Reid were coming over the whoops Reid got by Radical leaving him to finish the race in third. Hess and Ogden were next, with Wanket and Schramm following. The final points for the race went to Warren Reid, Hess second and Danny Turner third.

John Smith (FMF) and Mike Bell (DG), each aboard a new Yamaha, gave a stand-up-cheer demonstration of finesse, strength and good sportsmanship. Shortly after the start of the 250 Pro race Smith took the lead as Radical Ron Turner and his FMF Suzuki parted company on the downhill. After Smith, came Val Tamietti (Mai), Bell, Robert Elliott (Suz), Scott Montgomery (Suz), Mike Palhegyi (Hus) and Alan Smith (Hus). Bell bumped Tami and went after Smith. Elliott got around Tamietti for third and Palhegyi was pushed back by Alan Smith and Tim Lunde (Mai). At the Suzuki tower Smith lost the lead to Bell. The moto ended with Bell, Smith.

(Western Hotline continued on page 18)

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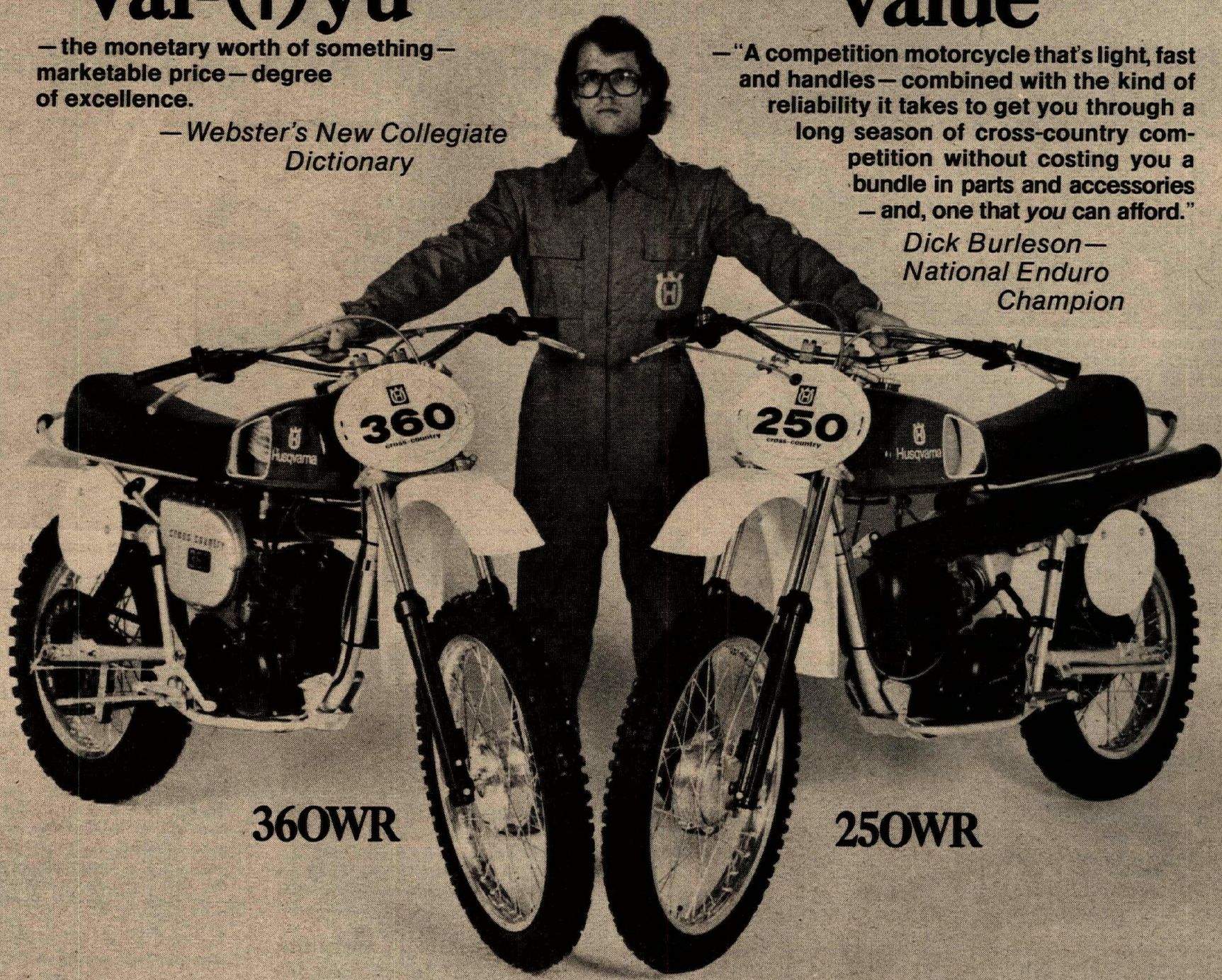

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Larry Huffman, Al Martinez, Brad and Harry Oxley set out for a casual ride below the border. Suddenly, they were . . .

Lost in

By Rex Reese

Like any weekend adventure, this was supposed to be fun. Speedway Racing Association president Harry Oxley, his teenage son Brad, announcer Larry Huffman, and body and paint shop owner al Martinez, Jr. had made reservations for what was to have been a weekend of play riding at Mike's Sky Ranch in Baja. Their intended "adventure" became, instead, a desperate struggle for survival when they became lost in the desert, far from their destination, and, according to the odds, far from any chance of survival.

Early Saturday morning, February 5, the Oxleys, Huffman and Martinez left their homes in San Clemente and began a journey that was supposed to end that evening at Mike's Sky Ranch. Harry and Brad travelled in their Ford van, which is painted with murals of speedway riders on the sides. Huffman and Martinez followed the Oxleys down in Huffman's yellow Ford Courier.

Everybody was prepared for the ride below the border, with boots, leathers, jerseys, sweatshirts, riding jackets, helmets and gloves. Trail goodies and canteens were packed along to quench appetites and thirst on the planned ride from El Condor to the ranch. Loaded along with the gear, the van and pickup also each carried a pair of brand new Yamaha TT500s — fun bikes prepared for the fun riding planned.

At 6 a.m., they stopped in El Cajon for breakfast. Because heavy foodtends to make its presence known during the exertion of a long trail ride, everybody ordered light meals. Besides, dinner would be waiting for them that evening at the ranch.

The journey resumed after breakfast. According to plan, the caravan crossed over the border into Tijuana. From there they drove 40 miles east, passing through Tecate and stopping in El Condor at 9:30. At El Condor they unloaded the bikes and prepared to spend the rest of the day riding about 100 miles to Valle de Trinidad and Mike's Sky Ranch.

Granola bars were stuffed into the pockets of Hondaline jackets, along with changes of socks and underwear. A Malcolm Smith bag was strapped to the rear fender of each TT500, filled with tools, rope, and other necessities. The Oxleys and Martinez had their Yamahas equipped with headlights, just in case it should get dark. Everything that could be done right was done. What could possibly go wrong?

Five minutes into the trip, on the rough dirt road to Valle de Trinidad, the Smith bag, a canteen and can of chain lube that Huffman had strapped to his bike's rear fender was discovered missing. An irritating incident perhaps, but nothing to worry about, — they had an adequate supply of water in their canteens, and one less wouldn't make much of a difference. Besides, if they needed more, they could get refills at Laguna Hansen or at the gas stop at the Saw Mill or at even Santa Catarina; but there was always more water along the way.

Ten miles later, Larry's bike came to a sudden, skidding halt. If the Yamaha's transmission had seized, perhaps the trip would have ended there. Instead, the Malcolm Smith bag that "vanished" with the canteen and chain lube actually had become stuck between the rear wheel and swingarm. The removal of the bag fixed the situation, and once again they were on their way.

Harry, Brad, Larry and Al went on 30 more miles through the mountain country of Laguna Hansen and the Saw Mill. Saw Mill was the halfway mark on the way to Valle de Trinidad and Mike's Sky Ranch. There, they topped off their gas tanks at a gas station and told Fred, the station owner, that they'd be returning late Sunday afternoon.

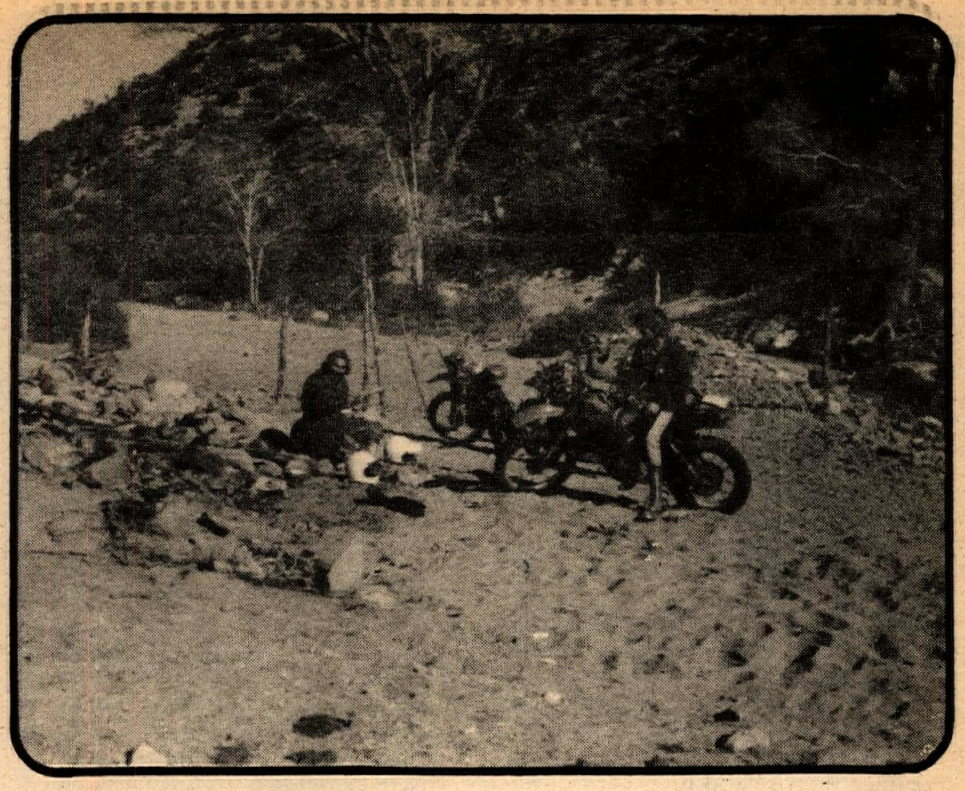
At 3:00 p.m. the group had put the mountains behind them and reached the small town of Santa Catarina. Here the road forked: if they went straight ahead, they would meet up with the paved road that led to Valle de Trinidad. The dirt road that forked to the left paralleled the highway and converged with it near Valle de Trinidad. To those who went to Mike's Sky Ranch, this dirt road was often regarded as "the back way" to the ranch. Harry and Brad, Larry and Al had come down to Baja to ride and play in the dirt; the paved road to Valle de Trinidad wouldn't be as fun as taking the dirt road in. It was the dirt that counted. At the fork, a boy was sitting on a burro tending to some cattle. The riders stopped to ask directions, and yes, said the boy, the road to the left would take them to pavement. OK.

The road, as they eventually discovered, had been used as part of the S.C.O.R.E. 1000 course and was marked accordingly with ribbons. The ride had been marked with the usual fooling around and play racing that make up almost any trail ride. This was certainly no exception as they continued to dice it out down the road. Following the ribbons would be easy enough; just follow them into Valle de Trinidad and have fun on the way. But when they reached Rancho Nuevo, nobody gave a second thought as to where the ribbons were leading to. Everybody was gassing it. Time flies when you're having fun.

Rancho Nuevo was situated where the road crossed a sandwash. If they had followed the road, Harry, Brad, Larry and Al would have reached the southbound highway to Valle de Trinidad; from there it would have been a short trip over some small mountains into Trinidad and Mike's Sky Ranch. Instead, they kept on following the ribbons leading up the sandwash that travelled eastbound, up and into the Sierra Juarez mountains. It was very late in the afternoon when the four riders descended the far side of the mountain and into the trouble that was waiting for them.

Never did it occur to anyone that they would be running into trouble. Harry Oxley had been to Mike's Sky Ranch two or three times before and was expecting to cross over a mountain before hitting the ranch. Anytime now, they thought, Valle de Trinidad would be just around the corner.

Going up the mountain, Oxley's glasses broke when a screw fell out of the frame. As they stopped to attempt repairs, Al decided to put up a "Who's Al Martinez?" sticker on a rock by the trail. As he did, he also discovered a



Baja

(Opp. page) Al Martinez and Brad Oxley pose in what they thought would be one of the last photos ever taken of them alive. (Inset) Larry Huffman after the ordeal. (Above left) Water that saved their lives lies behind a visibly happy Harry Oxley. (Above) Martinez and Brad Oxley at their camp near Pole Line Road. The group survived and returned to the United States. But one of their TT500s was gone when they returned to retrieve it.

small spring, but the water didn't look worth drinking. They were low on water and gas; but, they thought, their destination was near by. Harry stashed his glasses in a pocket and they were on their way.

It was 5:00 p.m. when they should have reached the ranch. Instead, they were just completing a treacherous descent down the side of the mountain and were on their way across the desert when Al became the first to run out of gas. His 200-plus pound weight had decreased the mileage of his bike more than the others. No trouble, the ranch couldn't be that far away, they thought. Huffman stayed behind with Al as the Oxleys went on ahead to see if there was a place where they could find some gas.

Twenty miles out, Harry and Brad finally realized where they really were, and it was not good.

"I felt that we screwed up when Al ran out of gas," said Harry about their prelude to disaster, "and felt that a little scouting would find out where we were. I felt that maybe we went a little too far in looking for a rancho for help. We popped over a little hill, and that's when we realized that we were in Laguna Salada. And I said, *'Oh, Christ!'* And that's when the light popped."

Oxley transferred what little fuel that was in his bike into Brad's, hid the empty Yamaha in the bushes of an arroyo, and doubled up with his son for the trip back. As they got within sight of Larry and Al, Brad's bike became the third machine to run out. Oxley was shaken by the knowledge that all four were now in great danger. The situation as it stood, with the darkness closing in upon them, was that they were almost out of gas and water with no hope of finding any where they were. The only possible solution was to get out — *somebody* had to get out — and find help, gas, and water soon. This would make all the difference between survival and waiting to die.

Harry Oxley, while being experienced with the area, was suffering from a bad shoulder and knee, aside from the fact that he couldn't see without his glasses. Martinez was too out of shape to make it on his own. Brad, while being the best rider of the group, was considered by his father to be too young to go it alone. Huffman, then, was not only their last resort, but the only hope they had. Larry's excellent physical condition made him the only logical choice for the trip back. The only drawback, however, was his relative newness to bike riding which could be a deciding factor to his success. All things considered equal, he had to go back up the mountain as far as possible on his bike and then hike to Independencia for help.

It was now night and very cold as everybody tried to get some sleep. All anybody could do was hope and hope for the best.

6:30 a.m., Sunday, February 6th; With the ground still damp from the night before, Huffman started up and began his journey for help. His mission and future were uncertain at best.

With Larry gone, the important thing for everybody to do was to maintain their morale. Good morale is an important factor to survival. Harry set up a pool to see what time Huffman would return.

The need for water became critical as the hot sun began to drive the temperature up to 80°. With no water around, cacti had become appealing. Experiments were made: small cacti produced lots of juice; but were too bitter to drink. Larger specimens were too dry and pulpy. Barrel cactus was discovered to be just perfect: not bitter at all, not too pulpy, and the juice tasted reasonably good. A chunk of cactus would be wrapped in a cloth, then squeezed to extract the juice.

At noon, Larry had not returned, and everybody was unsure about his fate. Perhaps, while riding for help, he had slipped off a dew covered rock on the narrow trail and fallen into the rocks at the foot of the mountain. Nobody could tell, and they decided to hike to the top themselves and try to make it there by sunset.

Before leaving, Harry, Brad and Al arranged their discarded helmets, leathers and motorcycles into an arrow that pointed in that direction that they would be travelling — just in case an airplane came by.

The hike proved to be much more difficult than they had hoped. The course that took them down the mountain ran into a sandwash. The uphill hike, along with the deep, soft sand of the wash, quickly drained them of their energy. For 12 miles they held on until the heat, dehydration and exhaustion made them too ragged to go on any more. Brad collapsed, and Al could no longer move. Oxley searched for more cactus to replenish the fluids that they had sweated off. The barrel cactus that he had found quickly restored their spirits. Three more cacti were stripped, cut and squeezed for their juice, which provided everybody with enough strength to start a fire and pitch camp for the night.

Concurrent to the experiences of his three companions, Huffman had made it over the top and down the side of the mountain on his bike until it ran out of gas. The spot where he stopped was near the water hole that had been discovered the day before. Larry checked it out, but the water looked too bad to drink. Not knowing that a perfectly good supply of drinking water was staring him in the face, Larry hiked on to find help.

Several miles out, the effects of the ordeal was beginning to take its toll on Larry — he began to feel faint from heat exhaustion and dehydration. It was enough to try his faith: *Would God give me some gas and water?* thought Huffman. But the demand was reduced to just water as his desperation grew.

As he was preparing to collapse and ultimately cash in his chips, Larry rounded a turn and discovered that, though he didn't know it at the time, he was back at Rancho Nuevo. The shack that had always been there seemed to have appeared out of nowhere. A miracle perhaps? Maybe, since nobody had noticed it on the way up.

The shack was bare inside, except for a chair, table and an oil drum stove. In back, Larry thought that somebody was standing outside; but it was really a cow at a trough toking on a salt lick. The heat and dehydration had been playing tricks with his mind. Larry walked out back beyond the trough and made the greatest, if not the most significant discovery of the day: a pond of water.

After spending some time at the pond to refresh himself, Larry returned to the shack and found a Sparkletts plastic water jug. Following

their survival plan, he filled up the jug and proceeded to walk towards Independencia. But as he walked down the road, Larry felt that he should go back to the others since they still weren't out of danger yet. Huffman reversed directions and headed back up the mountain.

On his way back to the others, Larry stopped by the waterhole again and decided to try the water. He discovered that it was, after all, as good as drinkable water could be. By the time he reached the top it was night once again.

For everybody, Sunday night was the worst: aside from the chilling cold, both camps were uncertain about each other's fate. As Huffman huddled near the small fire he had built, he didn't know if he would ever see his family or the rest of the group ever again. Down on the slope, the Oxleys and Martinez were almost certain that Larry was dead since they had expected him to return by nightfall. Harry Oxley was sure that they would all be dead soon.

At dawn on Monday, Huffman resumed his hike and proceeded down the side of the mountain. At their camp, Harry, Brad and Al prepared to continue their assualt on the mountain top.

Convinced that there would be no water or food until they got help, the Oxleys and Martinez cut up several barrel cacti and put the pieces into plastic bags for the duration. Also, as a final record of their existence, they took pictures of each other to give record of what they were sure would be their final struggle for survival. In retrospect, the photos were premature, but the circumstances made death seem imminent.

Later that morning, they set several dead trees on fire in hopes of being seen by search and rescue planes that they hoped were on the way. While the smoke and fire didn't attract the attention of any planes, Huffman could see it as he neared the camp.

"I saw the smoke," said Larry. "And I started running towards the smoke. I yelled, *'Oxley! Oxley!'* I had about a half gallon of water left. They heard me. They had thought that I was probably dead or lost, or gone off the cliff, or probably badly hurt. They heard me, and they thought, *'My God, it's Huffman,* and he's *coming!'* And they yelled, *'Huffman! It's us! We're here!'* And I yelled, *'Do you have any water!?'* And they thought, *'Oh my God! He doesn't have any water!* We're all going to *die* here! . . . *No, we don't have any water.'* I say, 'I've got water! I've got cold water!' And they say, 'Oh, great! Shit, that's incredible!' And they still haven't seen me, and I yell, 'Oxley! Oxley!' And he says, 'What!?' And I say, 'How much are you going to pay me to announce speedway this year?' He said, 'YOU SON OF A BITCH, HUFFMAN!'"

The humor was a needed relief. Everybody was glad to see everybody else. Everybody was glad just to be alive.

Together, they began the hike to the top, a climb that would take all of their strength to top a slope of 3,000 feet over a distance of four miles. The climb was hard on everybody, but it was the hardest on Al, because of his weight and physical condition. His feet suffered more than the rest of his body because he wore only one pair of socks with his motocross boots. His feet began to blister and bleed, causing much pain beside the heat and dehydration that he was already experiencing.

As they neared the top, a walking stick that Al was using was used for the others to help pull him to the top. Even though they had been walking for periods of 15 minutes with five minute breaks for rest, the strain was still very great for Al — his pulse shot up to 180 beats per minute. The possibility that he might have a heart attack was great. Finally, at about 1:00 p.m. in the afternoon, they were on the top. The rest of the way was literally downhill.

After several miles of downhill walking, they reached the vicinity of the waterhole; but Larry, who had hiked at least 50 miles in his search for water, and Al, whose feet were getting worse, could not go on. They collapsed to one side of the trail as Harry and Brad Oxley went to the hole. A half mile later, Harry fell by the wayside but urged his son to get to the water.

At 3:30 Brad found the waterhole. The water was so good, he felt like running; and he did just that as he filled a canteen and took it to his father. Brad ran back to the hole, took off his boots, and filled them up to take back to Larry and Al. Everybody had recovered as the water had brought them new life. From the camp that morning to the water hole, a distance of about 15 miles had been covered as all four grouped around the spring and rejuvenated themselves. It was sunset by the time the hikers resumed their journey, and they had to walk at least ten miles before they would reach Rancho Nuevo.

Al began the last leg of the hike without the benefit of his boots. His feet, which had become blistered and bloody from hiking, became swollen when he took his boots off for relief at the water hole. Even though Larry and Harry each contributed a pair of socks for Al to wear, there was nothing that could alleviate the pain as he walked across the rock-and-cactus-strewn desert floor. Brad, Larry and Harry took turns at helping keep Al from falling down, but that was all anybody could do.

"I was determined to walk on stubs to get to shelter," says Martinez. "When we got to that shack, it was like heaven."

They continued to walk in the dark, even though it would be hours before the moon would come out. It was cold and the night was so dark it was almost impossible to see.

At about 9:00 p.m., feeling that they couldn't go any further, they built a fire and expected to say for the night. The fire was no match for the cold as brisk winds swept through the fabrics of their jackets, making sleep almost impossible.

"It was like a blade cutting through your jacket" said Al as he described the winds.

A couple of hours later, the moon rose above the mountains and Harry, who couldn't sleep anyway, got up to look for the shack. As it turned out, they had camped only a quarter of a mile from Rancho Nuevo, so they walked the final distance to spend the rest of the night in the shack.

At the shack, Brad and Al immediately fell asleep upon the ice-cold floor while Huffman and Oxley took turns sleeping on the table and the chair. Cold as it was, the shelter provided by the shack made all the difference in the world as it kept the cold winds from cutting through them. Things were beginning to look up.

On Monday Larry's business manager, Randy Garell, had notified search and rescue authorities in San Diego about the disappearance of the four men. Preparations for the search were put into motion: information on the missing riders was supplied by their families. Mike's Sky Ranch was notified of the rescue operation, and owner Mike Leone began his own check on the men also. Customs inspectors and members of the American Consulate in Tijuana went into action to determine the route that the Oxley-Huffman-Martinez party had taken before their disappearance. By late Monday afternoon, volunteer ground units were in the search and preparations were made for an air search to begin at dawn the next day.

Early Tuesday morning the Oxleys drank as much water as they could, and, with the Sparkletts jug full, Harry and Brad took off towards Independencia.

Larry stayed behind at the shack with Al since the rotund Chicano's feet were the consistency of hamburger and he couldn't possibly take another step. Huffman himself had hiked about 75 miles, and his feet were almost as bad off as Al's. In the meantime, Larry set a couple of trees on fire and stoked the stove as well in order to attract the attention of any search and rescue airplanes.

On the eastern side of the mountain, rescue pilot Ralph Schoonmaker spotted the bikes and equipment that had been abandoned and followed the arrow that had been improvised at the campsite. At 11:00 a.m., Tuesday Schoonmaker spotted the shack with Huffman and Martinez waving at him with their riding jackets. A note drop asked if everything was OK. Larry and Al indicated yes. Everything was fine.

As they walked down the dirt road to Independencia, Harry and Brad heard a shout: a poor Indian and his family had called out to them. Oxley explained the situation as best he could to the Indian and offered to pay him if he'd take them to town for food and gas. The Indian agreed, and Harry and Brad hopped on board his ancient Chevy pickup for the ride. At Independencia, the Oxleys bought refried beans, crackers, and several cans of fruit juice. Gas for the bikes was also picked up, and they returned to the shack.

Once they returned to Rancho Nuevo where Larry and Al had been waiting for them, they decided to try to recover the bikes. Harry and Brad would ride double on Larry's bike with some extra gas over the mountain and back to where the bikes had been abandoned. From there, they would ride back to the shack, and get Huffman, who would go back with them to eventually get all the bikes back.

The Indian drove the Oxleys up to where Larry had abandoned his bike at the water hole. Still tired and exhausted, Oxley got on Huffman's Yamaha with Brad on the back carrying a gallon can of gas in each hand. As they reached the top, they hit a rock, crashing and breaking a toe on Brad's left foot. Immediately it was realized it would be foolish to tempt fate again in trying to recover the bikes. Harry and Brad rode back to the shack where it was quickly and unanimously decided to get the hell home as soon as possible.

With Larry riding his bike, the others rode in the truck and finally, ironically, went to Valle de Trinidad. There, they were treated and received their first meal since Saturday at a Seventh Day Adventist clinic. From there they hired a driver to take them to Ensenada where they would take a bus to Tecate; but once they got there they learned that the next bus would arrive Wednesday morning. A few extra pesos encouraged the driver to drive them back to El Condor.

They reached El Condor at 3:00 a.m. Wednesday morning and discovered that friends, including Bob Maynard, Tim Fisher and Murray Johnson, were camped and prepared to go on the search in the morning.

"Bob Maynard said, 'I knew exactly where you guys were.'" Huffman said about their reunion with their friends. "He says 'You should've stayed there; you should've never left the bikes.' And I thought: God, maybe he's right."

But later, when he was back home, Larry had more time to analyze the situation. "I started thinking about it (what Maynard had said). I figure that if we had stayed where we were — they always say for you to stay by the bike, you know — it would've been from Saturday night to Tuesday morning at 11:00 without any water. And I don't think Harry and Brad would've made it."

Huffman went on to explain that Brad Oxley weighed only 130 pounds, very thin when you consider that he is five foot ten. And Harry normally drinks a gallon and a half of water a day; during the time that they were lost, he was in desperate need of water. Harry lost five pounds; Larry, six; Al, 10; and Brad, the most: he shed 15 pounds as a result of the heat, cold and exposure.

"The search people were really happy to see us for a couple of reasons," said Larry about the successful search and rescue operation. "One: they didn't expect to find us alive. The last two lost parties died within five miles of us. But they could find out how we went over there, and why we got lost, and what happens when you get over there. We were the only ones that walked out. Oxley went back over there with some signs painted 'No gas, no water for a hundred miles, signed Larry, Al, Brad and Harry.'"

The Oxleys, Huffman and Martinez got in their vehicles and headed for home. The return was as uneventful as when they had first set out. Only the experiences that had befallen them made the difference. It was a difference between hope and uncertainty, life and death, heaven and hell. Hope and humor prevailed where there was none available, as death stared them in the face. Above all, they had beaten the odds and were alive to tell about it.

Huffman played the vital role that made their survival possible. "Larry was instrumental to our survival," says Martinez. "But it was a team effort. Everybody was working together; keeping our heads together to make it possible because you don't know what it's like out there. Pretty heavy."

By 8:00 a.m. Wednesday Harry and Brad Oxley, Larry Huffman, and Al Martinez, Jr. were all back in their homes in bed and asleep. Home safe.

Everybody's general feeling since then has been a regard for life that had been taken for granted before, but is now high on the priority list:

"Monetary things don't matter much," says Oxley in his present outlook on life. "And the motorcycles, I would've been mad as hell before if a motorcycle had been ripped off. But now, it doesn't matter if one had gotten ripped off, or if all of them had been lost, for a matter of fact. This sort of thing changes you complete."

Larry likewise feels different about life after Baja: "What's interesting, you get back and I've slowed down a little bit; because before I was always going all the time, and cutting commercials and all that. That day after I got back, I got a call to read for a Der Wienerschnitzel commercial. I went in because I had to go to L.A. anyway on business, and I read for the commercial. And the next day, they called for me to come back to do a taping, and I said 'I don't want to come in today. I'm here with my kids and that's more important . . .' Whereas before I'd just drop everything and leave.

"Now, my priorities have changed. The family is a lot more important because I thought 'Christ, I'm making all this money, I'm doing a lot of things I like to do; but if I die now at

35 years old — so what?' . . . What good is it all? Your family, your friends, it's all there, man."

Right on, Larry. Right on. •

Cycle News bids welcome to Long Beach Motorcycle Grand Prix

By CC

From L.A. to L.B. is just one letter in the alphabet, but the Beach town is as different from the City of the Angels as Monaco is from Reno. Here we've got motorcycle daredevils racing down Ocean Avenue, scrubbing speed off Goodyear roadracing slicks into, then wheeling out of the turn down Queensway, past the Queen Mary with her three huge exhaust stacks swept back against the wind. Try and top that, Los Angeles!

Long Beach should name its streets after the heroes who will be conquering them come April first and second. Barry Sheene Blvd., Gary Nixon Alley, Gary Scott Street. What will these prosaic street names mean to us after we have seen Pine Street chainsawed and Locust Ave. cut down? The roar of Ocean Ave. will seem like a whisper after we have heard the TZ750s and the RGA500s snarling in hot pursuit.

What you will witness in the streets of Long Beach April first and second is the biggest thing to hit America since motocross, bigger than Monaco, better than Monte Carlo, more meaningful than LeMans. Do I exaggerate? No, I do not exaggerate. Come see for yourself April One and Two. These are the world's greatest roadrace champions on the fastest grand prix motorcycles, racing on the streets of a big California city. The very same streets and corners that you and we have to drive every day of the week going about our business. And there'll be Formula One cars doing the same thing (only not all at the same time, fortunately), so you'll be able to see and compare the differences between the famous four-wheelers and the relatively unknown (to this moment) two-wheel geniuses.

It will amaze you. Nobody has ever seen anything like it. It's new, and different. Cycle News predicts that the Long Beach Grand Prix will take its place in legend as the Monaco of America, the Daytona of the West, and the LeMans of Long Beach. For it is not only a roadrace through the streets of an international port city, it is a happening like Woodstock, a party like Mardi Gras, a brand-new impression all its own.

Don't miss it. Order your tickets now. Tell your friends about it. Be there for the first Long Beach World Invitational Motorcycle Grnad Prix April 1 and 2.

Tickets for the motorcycle portion of the Long Beach Grand Prix April 1 and 2 are available to Cycle News readers for only $7.50 both days — that's a saving of $2.50 off the regular ticket price of $10 and it includes grandstand seating. Tickets for all three days of the LBGP (including the Formula One car races April 3) are only $12.50 to Cycle News readers (a $25 value).

Send your ticket orders today to Long Beach Grand Prix Association, 600 East Ocean, Long Beach, CA 90802. •

Think Michelin first for all the tire your money can buy.

One of the reasons we have such a great name is because we offer great value. And motorcycle tires are no exception. You see, Michelin has only one standard for tires. The highest. So when you buy Michelins for your bike, you're getting more than top quality and super performance. You're getting all the tire your money can buy.

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Of course, the universal M-45, in H&V series*, has its own special tread designed for firm, sure road grip and traction, in all angles, especially required by modern super bikes.

And the sculptured rib tread of the Michelin L-27 is designed for front end stability in S&H series.

For the winning tire on and off the road, ask your local dealer for Michelin. If he hasn't got the size for your bike, ask him to get them. Don't settle for less than all the tire your money can buy.

*H-series tires for machines capable of speeds up to 130 mph.
V-series tires for machines capable of speeds up to 150 mph.

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The TT500 is a master slider. Just pitch it in and turn on the throttle.

The suspension handled the heavy TT500 in all sorts of situations — including this one. No problem.

The Yamaha TT500:

A perfect fun bike that holds its own in a specialized world

Everybody's heard the legends of BSA Goldstar, Matchless G50, Norton, AJS, Velocette 500cc four-stroke singles being used for everything in bygone days. The stories say that people used to ride their thumpers to work during the week, then ride the same bike out to a race on Sunday, unbolt the lights, race, and then ride home. The same bike was used as a streeter, a TT machine, a scrambler, a hillclimber, a desert racer, a road racer.

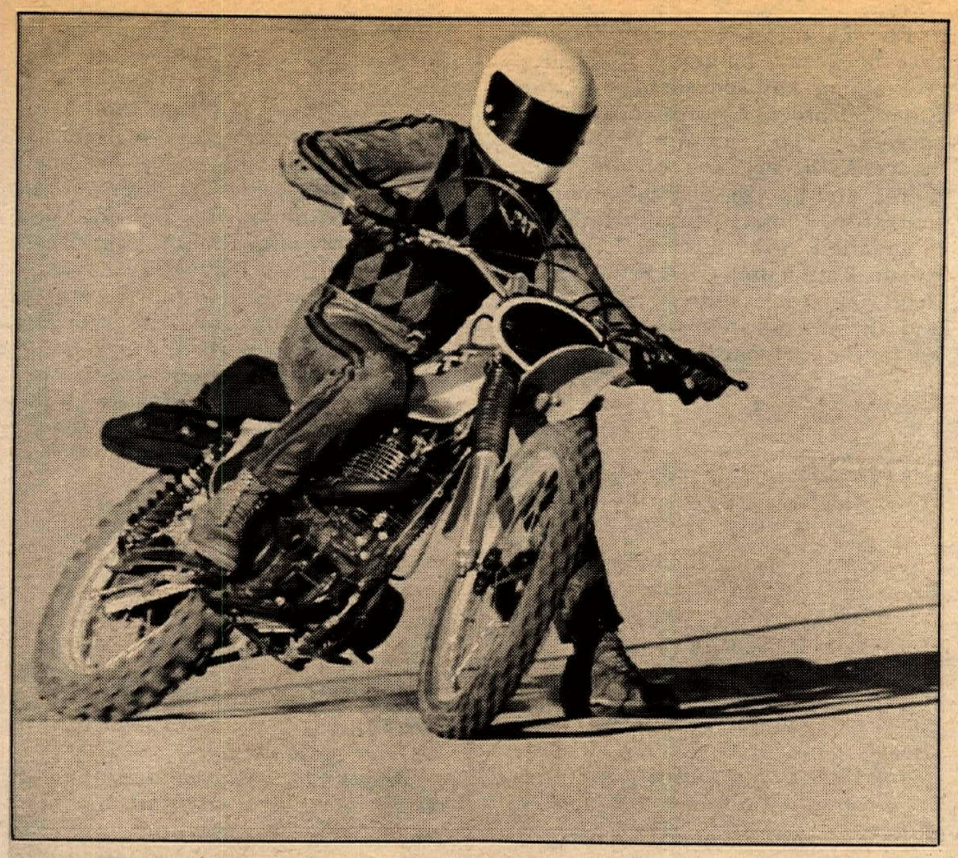
The Yamaha TT500 — the most advanced mass-production 500cc single cylinder four stroke ever seen — invites comparisons to "the old day," when thumpers ruled. Even the Yamaha advertisements say that the TT500 revives the spirit of old thumpers.

In the old days, the thumpers did everything "well" because there wasn't much choice in machinery. Now, there are specialized motorcycles for every type of racing, and no machine can be reasonably expected to compete with specialized race bikes on their home turf.

The TT500 has shown up in all sorts of competition. Rick Hocking used one to win the Houston Astrodome TT in 1976. Gary Scott is using a TT500 for indoor TTs this year, along with countless other privateers. Ron McQuary has won the Open Expert class at Motorcycle Raceways in Oklahoma with a TT500. Dwayne Carter consistently places in the top five overall in AMA District 37 desert racing, the most competitive week-by-week off-road racing in the United States. TT500s are flooding local enduros and sportsman Class C races alike in Southern California. A *Cycle News* staffer used a TT500 to take second in 500 GP at a CMC road race at Willow Springs on February 13, making up for time lost on the straight sections with superior cornering in the tight sections.

While the TT500 keeps showing up in different types of competition, in most cases — especially on the amateur level — it is because the TT500 — with an incredibly wide powerband, tons of torque, and modern suspension that works — is a fun motorcycle. AMA Grand National Champion Jay Springsteen — a Harley-Davidson factory racer — owns a TT500 as play bike.

Fun. It's a word easily forgotten in the tricked-to-tears ultra-serious specialized racing that has developed in many parts of the United States. When you're riding a narrow-powerband racebike that comes on the pipe like a moon-bound rocket and hurls you straight ahead no matter which way you want to go, it's easy to forget you're supposed to be out there for a good time. When your quick-handling serious enduro mount handles so quickly that every rock sends you off in a new direction, finding joy can be overshadowed by fighting terror. When you've got a pipey 125



Stock TT500s are common in Sportsman TT Scrambles. Tricked-up versions are popular at indoor Camel Pro Series TTs.

Fitted with a 4.10X18 Dunlop K81 and a 3.00X21" Avon Speedmaster, the stock TT500 made a better road racer than anyone would have guessed. Predictable sliding and lots of ground clearance didn't offset lack of competitive top speed.

sailing up a silty, rock-strewn desert hill, and you've got to back off when someone crashes in front of you, it's easy to forget the "fun" you're having as you push the rest of the way up the hill.

The TT500 shines brightest in the power department. The 499cc, overhead cam single has power everywhere in the rpm range. There is no distinct surge that tells you you've reached the powerband. Listen. Is the engine running? If so, you're on the powerband.

The power makes riding easier. Front wheel heading for a hole? No problem. Just gas it. Bottleneck of 20 or so riders in a silty, rocky uphill canyon? Easy. Just stick out your elbows and dial on the power — you'll either muscle through or ride over the other bikes and riders.

Want to go faster? Grab a handful, and you're soon flying. It doesn't sound the same as most bikes on the gas — there isn't a rush of noise or a dramatic change in the exhaust note — instead, the bike just flat increases speed at a fast rate.

It's easy to be skeptical. The TT500 weighs 271 pounds dry, and feels it in tight sections. It's a big motorcycle. The first TT500s, released for 1976, had a tendency to refuse to change direction fast enough. The 1977 chassis, with changes in geometry, turns upon command to avoid rocks, mine shafts, whatever. The rider can steer around anything he can't ride over. The weight is an advantaged in rocks — momentum can keep you going straight while smaller, lighter bikes are bouncing back and forth like ping-pong balls.

The suspension works. The rider can look down and see the suspension working frantically on bumps or rocks, but the jolts never get through the bars. Front-wheel landings after jumping off sand wash walls were no trouble. The 7.7-inch front fork would not just bury itself and spit off the rider. Instead, it took up the shock and stayed controllable.

Over whoops the bike goes straight as long as the rider keeps the gas on. We didn't have any fade problems with the nitrogen/oil shocks on the 5.7-inch travel rear end.

The exhaust note is very quiet, a plus in avoiding unnecessary rider fatigue. The effective, but heavy, exhaust system never gets in the rider's way.

The five transmission ratios are well spaced. Combined with the engine's broad powerband, it was easy to bring the front end up at will in the first three gears.

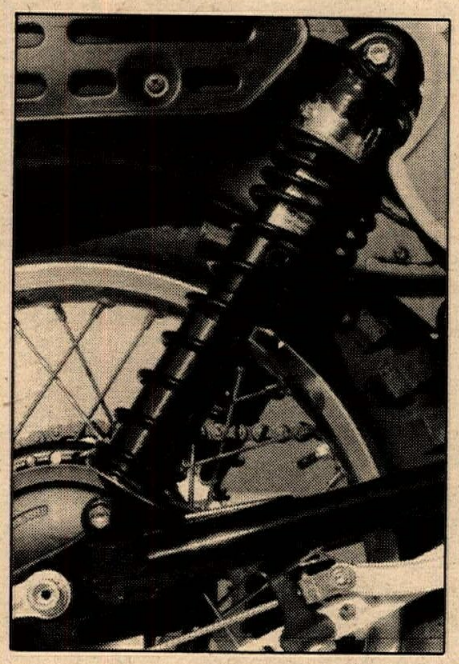
Starting took getting used to. A compression release and indicator window at the end of the camshaft bearing case make positioning the piston for minimum chance of kickback easy, except after dust obscures the little window. With a silver patch painted on the cam showing in the small window, and the choke on, sometimes it only took one mighty kick to bring the TT500 to life when cold. But when the engine was hot, it took just the right amount of throttle opening and no choke to get the thing started. If the drill wasn't followed just right, no amount of kicking (or pushing — compression will lock the rear wheel even in third-gear attempted bump starts) will bring the beast to life. Holding the kickstart lever at the bottom of the stroke disengages the rachet, a further safeguard against kickback.

Both the crankshaft and overhead camshaft turn in ball bearings. The 34mm Mikuni carburetor consistently works well — not like the unreliable Amals found on the old singles. Oil for the dry-sump engine is carried in the frame backbone. Except for slight weepage from washers on the fittings of the external oil lines carrying oil to the top end, after wide-open road racing, the bike stayed oil tight.

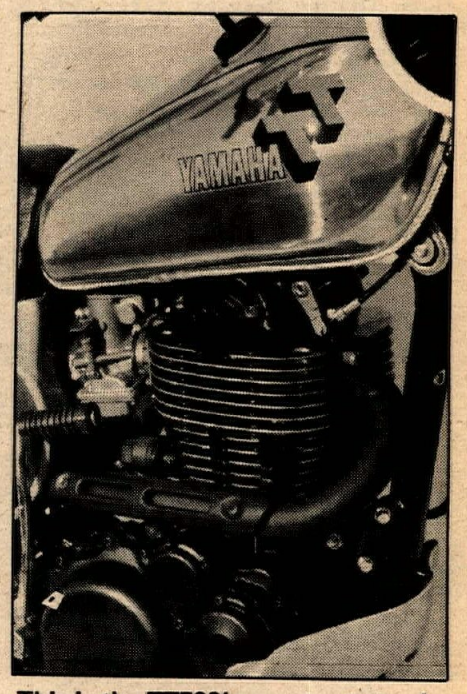
The TT500 is a fun motorcycle. The immense power makes up for rider error and sloppiness in a multitude of open desert situations. Combined with a chassis that steers and suspension that works (for everything we know of except fifth-gear wide-open cross-country, which we didn't try), the motorcycle is a super play bike with competition potential. It is a welcome relief from peaky, hard-to-pilot racerbikes that demand constant attention and concentration to be rideable. The TT500 is relaxing to ride for the non-serious rider.

It's a super play bike.

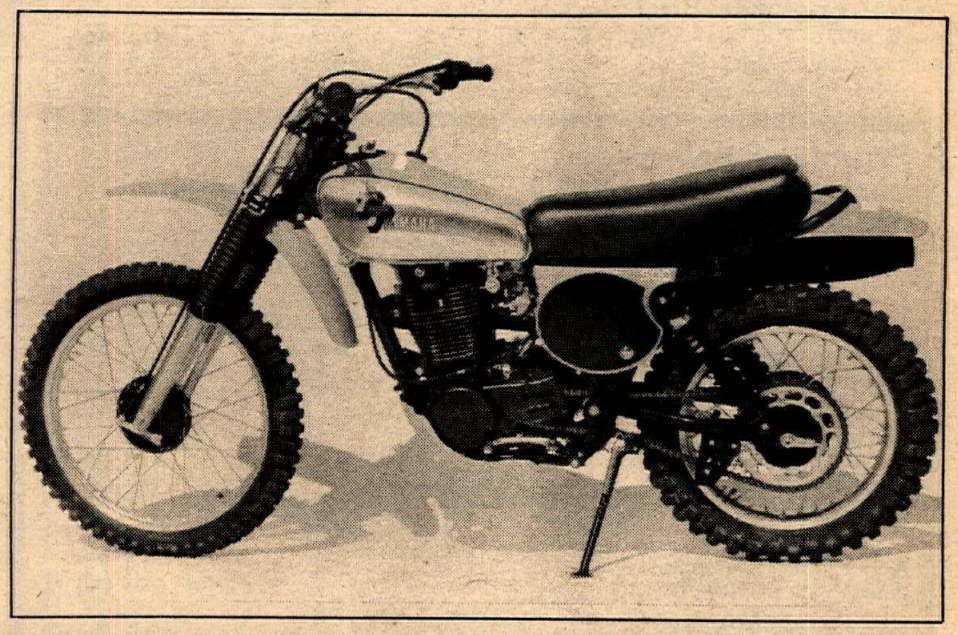
How fun is the TT500? Of the seven riders who sampled the TT500 test bike, five want one, and three have already placed their orders at their local Yamaha dealer. ●



Nitrogen/oil Kayabas worked. They didn't fade for us, but then ours were brand new.



This is the TT500's most outstanding feature — a torquey motor.



Specifications

Engine Type	4-stroke single
Displacement	499cc
Bore and Stroke	87x84mm
Compression ratio	9.0:1
Maximum torque	28.2 ft.-lbs. @ 5,500 rpm
Carburetor	34mm Mikuni
Ignition	Magneto
Starting	Kick
Lurication	Dry sump
Transmission	5-spd., up for up
Overall length	84.8"
Overall width	35.6"
Overall height	44.7"
Wheelbase	56.1"
Minimum ground clearance	9.3"
Dry weight	271 lbs.
Fuel tank capacity	2.3 gals.
Oil tank capacity	2.1 qts.
Suspension	
Front	7.7" travel forks
Rear	Kayaba gas/oil shocks. 5.7" wheel travel
Tires	
Front	3.00x21
Rear	4.60x18

Leading Los Angeles candidate is on bikers' side

Howard Finn is one candidate running for Los Angeles' first district City Council seat (vacated by Louis Nowell, who is running for comptroller). Two things set Howard Finn apart. One is that a private poll shows him leading the multi-candidate horse race. The other is that he has come down squarely on the side of off-road bikers in the struggle for places to ride

Jack Wollard, a sidehacker who tried unsuccessfully to obtain a close-in public recsite in recent years, is sufficiently impressed with Finn's integrity to back his candidacy wholeheartedly. Interviewed by phone, Wollard said, "I can't think of anyone more solid or honest than Howard . . . He's got an extensive background in city hall . . . civic service dating back to 1939." Posters distributed in bike shops throughout the district (Sunland, Tujunga, Sylmar, Arleta, North Hollywood, Shadow Hills, Lakeview Terrace and vicinities) show the mid-fiftyish Finn sitting in Wollard's sidehack and are headlined "Help is on the way."

According to Wollard, Finn will be a councilman who will not back away from commitments to the riders, as other politicians have done. Finn, himself a terrain expert, builder and environmentalist, claims that there are sites in the Los Angeles valley area that could accommodate motor recreation without harm

Finn has one main headquarters (in Sunland) and two branch offices elsewhere in the First District (the city's largest). He has a strong, well-organized campaign, and, says Wollard, a private poll gives Finn a strong chance of winning the April 5 non-partisan election. The thing that could put him over the top, and strengthen the motorcyclists' hand statewide, would be a strong biker/voter turnout. If you live in Los Angeles Council District 1, find out more about the man, register, and vote April 5. ●

MSF tells how to start Rider Ed in your town

According to the Motorcycle Safety Foundation (MSF), 1977 is the year to do it. The non-profit foundation, supported by grants from the Japanese "Big Four" (Honda, Yamaha, Kawasaki, Suzuki) plus Harley-Davidson, spells out a seven-step program that any organization (motorcycle club, PTA, or just a group of concerned parents) can follow to gain acceptance of motorcycle safety education in their community school system. Here are the basics:

1. A qualified instructor — one who has completed a teacher preparation program at an approved institution. The MSF, since its founding, has qualified over 3,000 college and high-school level motorcycle riding instructors through campus seminars around the country.
2. A quality curriculum — the motorcycle Rider Course, developed by the Foundation over a three-year period, fills this requirement, providing texts, audio-visual aids and teaching guides.
3. Motorcycles — the five manufacturer-sponsors of MSF have a motorcycle loan program through which motorcycles will be provided free of charge for the course.
4. Insurance — for teachers, students, motorcycles, and liability coverage of the sponsoring organization. Usually, this coverage can be obtained reasonably by adding a rider to an existing policy.
5. A riding facility — a 200 x 100 foot paved area will provide an adequate spot for instruction. Use of a school parking lot which is on school premises often helps ease the insurance burden, as well.
6. A classroom — for conducting off-cycle instruction.
7. Range equipment — traffic cones, gas cans, first aid kit, tool kit, gas, oil, spare spark plugs will fill minimum requirements for supplies.

The Foundation already reports that the Texas Motorcycle Roadriders Association has sponsored statewide Rider Ed programs with considerable success. To obtain detailed information on each of the seven points, and how to solve the problems that arise, contact Motorcycle Safety Foundation, 6755 Elkridge Landing Road, Linthicum, MD 21090. Give them your name, address, title (if any) and the organization you represent; ask for the complete story. ●

Promises, promises

Listed below are the grant applications received through January, 1977 by California's Parks and Recreation Department. The Department is scheduled to in turn submit these requests (which come from California local government units) to the legislature for Fiscal Year 1977-78 appropriation. The money, if approved, will then be used for OHV Park acquisition and development as spelled out for each project. Interested riders are urged to lobby their local-area legislators for approval. Without such approval, these proposed grants are no more than empty promises.

Project	Cost
Motorcycle Park County of Santa Clara	$ 52,500.00
Sacramento County Off-Road Vehicle Park Development, Phase I County of Sacramento	511,500.00
North Tahoe Regional Park North Tahoe Utility District	75,000.00
Off-Highway Vehicle Parking Area & Loading Ramp County of Shasta	75,000.00
Sacramento County Off-Road Vehicle Park Operation for 1977/78 County of Sacramento	125,000.00
Rowher Flats Off-Highway Vehicle Park, Phase I County of Los Angeles	531,975.00
Huron Cycle Park City of Huron	142,500.00
San Gabriel River Off-Highway Vehicle Staging Area Los Angeles County Flood Control District	108,178.00
Santee Off-Road Vehicle Regional Park County of San Diego	750,000.00
Neal Snipes Motorcycle Park City of Norco	37,500.00
De Anza Motorcycle Park County of Riverside	45,000.00
TOTAL	$2,454,153.00

VOICES

(Continued from page 4)

The main theme behind our "Rat Race" was fun. We were intent on designing a course that would be competitive, safe and above all, enjoyable. Great pains were taken to insure that all size bikes and class of rider could complete the course. Even though snow forced alteration of the course three days prior to the event, we felt we still had a layout that met our objectives.

Contrary to some comments that ribbon of the same color crossed our course, we found no evidence of this. There was ribbon (pink) in adjacent areas to our course, but you had to leave the coure to find it.

As advertised in our riders' instruction, yellow and pink ribbon was utilized for the Desert Rat Course. All other ribbon outside our course was *pink* only.

Some 80 riders were disqualified for missing Flying Check #1. Of this total, 16 riders filed written protests claiming a Flying Check is not a legal check. It *was* a legal check in 1976, and we invite your scrutiny of the 1976 vs. 1977 Rule Book. The Desert Rats reminded the Competition Committee that our race was planned in 1976, and held the second week of January 1977. *Well published* rule changes for 1977 were followed by the Desert Rats primarily the posting of orange Day-Glo markers 10 minutes prior to the start of the race.

The Flying Check ultimately protested was well publicized (riders' instruction) prior to race time. Ironically, no one advised the Club that a Flying Check was illegal — this included District 37 Sport and Competition Committee members who attended and raced this event. If we (Desert Rats) were about to break a rule, why were we not advised by those responsible for the enforcement of District rules who were there? This question was asked of the Competition Committee's J. Trani. His reply was that the District had no control over the layout or markings of a course. The truth is *no one* knew the rule had been changed. However, the protests were upheld by the Competition Committee by a vote of six to three. Thus, *all* riders cover the *entire* course. This was the intent of the check, and had it been a "Tank Card Check" instead of a "Flying Check," those disqualified would have remained disqualified for being off course, or missing a check.

The decision by the Competition Committee in favor of the riders will necessitate a new set of results. These are now being worked on and should be in the mail soon. The Desert Rats do not wish to alter their original trophy designations, but also feel obligated to reward all riders where possible, including those reinstated. The Club therefore has decided to take those funds that would have been used for the purchase of trophies (about $350) and donate this money to Rescue Three. We feel in doing this we will be contributing to all riders as the services of Rescue Three are well known.

It is the Desert Rats' opinion that a minor technicality has marred an otherwise entertaining race. Although we will proceed to publish revised results, we will also appeal the decision of the D-37 Competition Committee to whatever higher body is available to us. To those of you wishing to protest our revised results, we were informed by Mr. Trani that there would be no grounds for further protests.

Please don't call the Desert Rats, call your steward who may or may not have voted to your liking.

THE DESERT RATS MC, INC.

In memorium

The desert racing community in general, and my friends and loved ones in particular, have suffered a tragic loss. Riley Duncan died last Tuesday. He committed suicide for reasons that can not be understood by anyone but himself.

Riley's personality and his capability as a racer were two of his most outstanding characteristics. Riley did not make casual acquaintances. Anyone he knew he treated as a close friend, and anyone that knew him loved him. Riley loved riding as he loved nothing else. He would finish a 100-mile race and then want to go for a trail ride.

Riley's potential as a top desert racer was undeniable. After having raced for only six months, he finished as high as third behind Bob Balentine and Cordis Brooks, and was consistently in the top ten. If he had given himself a few more years, he would have been one of the desert racing greats.

Riley will be remembered for his outstanding qualities and his many true friends. He is survived by his parents, Dan and Gladys Duncan, his sister Debbie, and his brothers Scott and Chris. Any donations should be made in Riley's name, to the Mitch Mayes Rehabilitation Fund, to help defray the many expenses in Mitch's recuperation.

CHARLES BECK
AMA D-37 MX No. 7
Long Beach, CA

Laudig missed Sudberry

Your article on the Hilltoppers GP Feb. 5 Novice race, written by Gary Laudig, states that Joey Stockel was first, McFarland second, Hopson third. Wrong! Maybe Mr. Laudig should watch a race if he intends to write an article about its contents and conclusions.

Mike Sudberry got the holeshot lead until sliding out in the first lap, at which time Joey took the lead. The entire race Joey was first, Mike Sudberry second, until the last lap, when Sudberry caught and passed Stockel, and Stockel crashed.

It was nice to get a report so fast after a race, but it would be much better if it were a correct one.

KEN SUDBERRY
Quartz Hill, CA

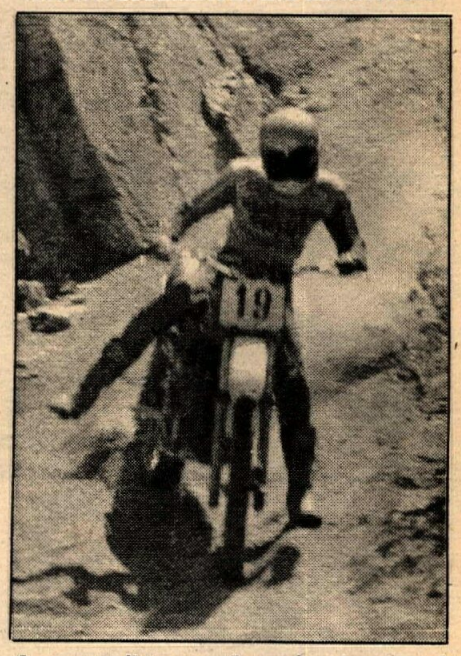
Of course, Sudberry immediately sought out the harried, hurried correspondent and immediately filled him on the details he couldn't see because he was taking pictures at another location, right? Wrong. You have a point, but think of how hard it must be to show up and try to be everywhere at once at a giant race without making any errors. Could you do it? You could make it easier on Laudig, who is a promising, dedicated amateur correspondent, by taking the time to talk to him about notable things he may have missed . . . Ed.

Desert Hotline

PHOTOS BY GARY LAUDIG

If the event is a Boobie Run, then this must be a Boobie Trap.

Tim Fitzpatrick (17x) and an unknown assailant in the sandwash.



A rare (hence fuzzy) photo of Roeseler out of shape.

Larry Roeseler grabs a handful at the Brush Busters' Boobie Run

By Gary Laudig

LUCERNE VALLEY, CA, FEB. 27

The banner rose to attention and all eyes, racers and spectators alike hypnotically stared at the club ensign, and the eerie silence envelopes the area like a blanket. The banner toppled and the right boot of hundreds followed through, igniting their machines and the race was underway. Leading the racers, Larry Roeseler held a 15-second cushion over second-place Marc Cartwright, who was showing no ill effects from his accident a month ago. Third-place Bruce Ogilvie had Brian Wright right on his fender. Then it was Brent Wallingsford, Rob Rutten, Bob Doig, Dwane Carter, Gordon Schmid, Chuck Pettigrew and Heath Hibbard.

A small shelf across the wash made a few good riders look kinda silly as the competition and confusion continued; the rear contingent climbed the left bank trying to get around. Clearing the first section of wash, Roeseler led the competition over totally virgin terrain, dropping back into another section of sand wash. Cartwright kept second place secure, while "Sprint" Wallingsford, on his "Up Tite" Husqvarna moved up after Ogilvie broke, then passed Wright for third place. Doig broke down, leaving seventh place to Pettigrew. First Amateur, at 13th overall, was Dan Thordarson, who some thought was Thorwaldson, didn't dare slack up as second and third Amateurs Roger Toubeau and James Laurence were 21st and 22nd. Mitch Payton moved up several positions, settling in at 19th, first 175 Expert. His closest competitor was Andy Klein, five bikes back. Charlie Hamill, not giving an inch, held about a one-mile lead over Chuck Carteledge, who'd had a bad bomb run.

The course continued out across a flat, pucker bush infested area intercepting the Camp Rock Road bomb run heading into the camping area. Cutting around behind Sage Mountain into the rollers before check two, the positions were stretched out and stayed just about the same. Coming into the foothills heading for the pits, Chris Gray of Holiday Honda, running first Novice on a 250 Husky, damn near ran over yours truly trying to take his picture. Then came first heavyweight Steve Nelson of So. Cal, Sam Soule, then mystery #607, Dave Conner and pie plater Alan Riggle. 581X, the first Beginner was running ninth overall. Larry Mullen was riding a real nice race at eighth overall, first 175. His closest class competition were 12th and 16th, Eric Dattola and Charlie Pert. Dattola refused to relinquish any ground as the two charged for the pits. Sandwiched in between them was first Trail Novice Ray Guilbeau with the runner-up right on his expansion chamber.

Heading out on the second loop, Roeseler still had Cartwright on his tail while third-place Wallingsford had Rutten pushing him. The Sled Riders had their hands full as four of the first eight overall bikes were Sled Riders. One minute out of the pits, Cartledge stuffed his left boot into a rock and called it quits. John Fero of Team Yamaha moved up from 12th place to sixth on the new proto 400 IT Yamaha he will be using in Six Days Qualifiers. Senior George Walker (C-A) was right in front of Bruce Lewellyn as the two headed out towards Johnson Dry Lake.

The course jogged through sand washes and trails leading to a fire road that dumped into a saddle between two hills. On the other side was a rocky downhill. Soon after that the riders hit Means Dry Lake, the big sandy uphill marking the apex of the second loop. After clearing the old rocky mining road it was almost all virgin cross country trekking backing home. Roeseler kept hooking the 390 Husky as the taste of victory was almost his again. About 15 miles from the finish, heartbreak occurred. Marc Cartwright, on his super fast KTM from Eric Jensen's shop had second overall, first 250 in the bag when the bike seized. That gave Wallingsford the class win, with Rutten taking third. Brian Wright was again number three in class, fourth overall and very happy with his Bill Saltzman-furnished Works Performance shocks.

First overall Novice Chris Gray loved the course. Second-place pie plater Alan Riggle, riding for himself, really like it, also saying the course was marked real well. Third-place Steve Nicholson of the Desert Squirrels said it was bitchen. Fourth-place Dave Conner of the 100's MC liked it fine. Conner and Nicholson worked up from 18th and 20th at the bomb. I guess you can tell the riders liked the course. This club went out and found areas worth riding. And in Lucerne at that!

Sue Fish has been spectating desert races the last couple of weeks while recuperating from a mishap we won't go into. The "laughter of the week" has to go to Jim Brown. Riding in some blue jeans while his Bill Walters leathers are being made, he got off, landing in a cactus. By the time he got all the "ouchies" out of his bod he was back at seventh 175 Expert. The "Aw Shucks" awards go to: 1. John Fero, running sixth overall only to get a flat starting out on the second loop and still finishing 14th. 2. Mick Thorpe who can't figure out who aced him out of first 250 Amateur again; 3. Mike Quibodeaux, who quite after fouling plugs; 4. Bruce Ogilvie, running third overall when his bike quit; 5. Rodney Bussey, who broke his swingarm while his brother Robin broke a masterlink. Both were running well beforehand.

Forgot to mention First Expert lady Dawn Grant, who thought the course was a mixture of Desert Daisies and Prairie Dogs, and loved it. First Novice lady Laura Maddox was damn glad to finish.

The "better late than never" column says "Happy Birthday" David Doney. Wednesday he clebrated his 67th birthday. Doney bought his first bike when he was 35, competed for eight years, then hung it up until 1973. He went from Novice to first ever Number One Senior Trail Expert. He plans to compete as long as he's able. Here's wishing many more seasons for you.

Notice to Lucerne oriented clubs: The owner of the Y Cafe will supply the lime for your races for the small sum of six cases of beer and a thank you in Cycle News.

In case you didn't know: Attention wives of the club that won the club participation trophy. Come to the desert with your husband or you may lose out to a vulcanized inflatible woofie. •

Western hotline

PHOTOS BY DALE BROWN

(Above) Eddie Gonzales dominated the D-37 Open Experts. (Below) Butch Darling grabbed the lead at the start of the second 125 Expert moto.

D-37 Women's Division first moto winner Diane Harmon flies with Novice winner Myriam Rodriguez (26).

(continued from page 8)

Elliott, Smith and Lunde in order.

Moto two saw John Smith explode off the line for an outstanding holeshot. The first lap Smith turned a 1:48. Clark Jones stayed pretty close, then Mike Bell separated Jones from second place and went after Smith. Eight laps later, Bell and Smith were still going for it when a lapped rider blocked Smith.

Mike Bell dominated the 500 Pro race. Dale Anderson (Mai), Dave Maas (Suz), Val Tamietti (Mai) and David Gerig (Suz) were the leaders in the first few laps. Tami was running in fourth place when he got out of shape coming over the whoops, bobbled and stalled out. Anderson rode a strong second until he was forced to ride with brake cables hanging in his front wheel. Brand new Daddy Daniel Steele (he and wife Lisa delivered their second daughter, Vanessa, at home last Thursday) was working to get his new Mid-Valley KTM wired. While Anderson is forced back by the malfunctioning machinery, Gene Martin (Mai), Tamietti (back up from that stallout) and Wayne Boyer (Bul) were now in pursuit of the vanishing Bell, finishing in order. In the second moto Bell made it a sweep. ●

Results in Results Section.

Suzukis sweep Elsinore D-37 MX

By Dale Brown

ELSINORE, CA, FEB. 27

Suzukis ridden by Rodney Brand, Fred Griego and Eddie Gonzales were the Expert class winners at the AMA D-37 motocross hosted by the Riders M.C.

The Riders M.C. (another name for the Elsinore Raceway management that puts on weekly Saturday night TT races) were disappointed by the small turnout of less than 100 riders.

Rodney Brand won the 125 Expert class via a two moto sweep. In the first moto, Brand was led by Desert Suzuki of Barstow teammate, Mark Barnes. Brand passed Barnes on a downhill section of the track and led from there, pulling away steadily.

Between motos, Butch Darling (Hon) was complaining about lack of horsepower. But Darling, the current Number One plate holder in the class (who had finished third in the first moto), pulled holeshot in the second round. He led for three laps, with Brand on his tail most of the time, and right beside him everywhere else. Brand got by when something happened to Darling that caused him to lose about 30 seconds. Barnes again chased Brand, but a slide out in a sweeper eased the pressure on the leader. Brand won easily for the second time. Darling rode a couple of laps at a subdued pace, then rode hard to bring himself up to third in the final tally, behind Barnes.

The 250 Expert class looked like it was going to another two Desert Suzuki riders, Tim Welker and Fred Griego. Welker took an immediate lead and started pulling away from everybody rapidly. Not quite halfway through the moto, however, Welker's shift lever spun on its splines, leaving him stuck in fifth gear. Griego took over the lead and held it to the finish. Welker took about five laps to repair the shifter, then returned to the track and almost gained one lap on Griego.

The second moto was quite different. Welker took the holeshot and started running away from the pack. Before the 20 minutes or so was up, *he had lapped the entire field.* Griego, running in second and virtually assured of the overall win, waved Welker by. Steve Davis (Hon) finished third, winding up second in the overall order, ahead of Welker.

Eddie Gonzales (Suz), who tied with Welker in the "Roger DeCoster lookalike contest," had an easy time winning the Open Expert class, with big leads in both motos. Barnes returned on a 370 Suzuki to run second both times, as he had done in the 125 class. ●

Results in Results Section.

Hughes, Lauxen top first Kids Trials Championship Round

By Lane Campbell

RECHE CYN., CA, FEB. 27

Mike Lauxen rode three one-point loops in total mastery of the Kids B Class, while Marland Whaley cleaned the entire third loop in romping his fellow Experts. Billed as a California Kids Championship round (one of three), the trial was lightly attended by kids, heavily attended by their elders as the Orange County Trialers (OCT) combined an ATA points trial with the kids round.

The event was laid out on private ranch land off Reche Canyon Road, across the Riverside County line from the scene of recently-publicized rider roundups. The kids rode three eight-section loops, while the adults had a longer 16-trap loop trail, also ridden three times. From high points on the adult loop, the view in all directions was worth the trip, with the snow-capped peaks of San Antonio, San Gorgonio, and San Jacinto visible simultaneously and no smog. The adult loop trail was just gnarly enough to be a real delight — the one Expert/Amateur cutoff got exciting in spots — especially when, on the far side of a ridge, the trail popped the riders into a hidden oasis of eucalyptus, to ride Traps 11 and 12.

While the kids had the easier, shorter loop, some of the kids traps were another story — genuinely tough sections, especially for the very youngest. The last two doubled as Beginner/Novice traps for the adults. Kids' Trap seven was an honest man-size section with a couple of boulders bigger than life from the perspective of a four-foot high trialer. Yet the youngsters tackled it with gusto. Remember tiny Tori Norton? Not so tiny anymore, she's now on a TY80 and getting so good she rides with Debbie Evans. Her Mom's afraid to follow her. Her brother Robert finished second in Kids B behind Lauxen. Strong trials family.

Mike Lauxen, riding his second generation home-built Honda trialer, outclassed his class — three points to Norton's 15. Lauxen, at age 12, has been riding a few adult events already.

The adults rated their traps hard to easy, depending on class and skill level. The terrain itself, mostly loose, granular soil laced with rocks, did not lend itself to great variety. Trap 14, in particular, was rough on the Novices — and on the checker. Seems even the ones who cleaned the section would be so out of shape at the exit they'd step off and throw the motorcycle at the scorer. Were they trying to tell him something?

Oli Thordarson (Mon) said "If I get a first today, I think I'll make Expert." He got his first, by a strong margin (9 to 26) and transferred out of the Amateur class, as did second place man Mark Webster (Bul). Mark's brother Paul came in third.

Paul Oswald (Kaw) earned his Amateur card today in a Novice class that was blown away by Barry Richardson (Bul). The Beginner class was actually tight, Gary Brady (Bul) over Glenn Byers (Suz) by one point.

Behind Marland Whaley's walkaway win (5-3-0, total 8), the Expert class was also tight. Jeff Fish, riding a new Cota 348 after breaking his first one in half while practicing, cleaned the third loop to finish in a points tie with Mark Eggar (Hon) at 14. The deciding factory giving Fish second Expert was a single clean (18 Fish, 17 Eggar).

With Martin Belair (fifth behind Mike Griffitts) back from Europe, all the old Montesa mob is riding together (though not all on Montesas), treating these ATA meets as a kind of fun family reunion. In Southern California, trials *is* a big, smalltown family — and the kids are growing up.

Results in Results Section.

PHOTO BY REX REESE

A classic illustration of the ups and downs of racing at Racing World MX

Gillman, Moorewood win classes; Toyama wins a dog at ECRA MX

By Rex Reese

TRABUCO CYN., CA, FEB. 27
Scott Gillman took his trick new Yamaha 400 to a convincing win in the Open Pro class in a closely fought duel with Jeff Vidic (Yam), battling knobby to knobby over Racing World's reworked track as they and a slew of other pros were out in force for a chance at the $1000 purse. Lance Moorewood, riding a D&G Suzuki, had an off-on day as he grabbed the 250 Pros, but was shut out of the 125s instead. The man who pulled that off was Gregg Toyama on an FMF Suzuki, who did the trick in three motos straight.

Gillman, who was appearing on a shop-sponsored, pre-production YZ 400, got the lead as the pack thundered off the line. Right behind Gillman was Jim Harris (Yam) all hot and heavy, but getting cooler as Gillman stretched out the lead and went on his way to the checkered flag. On the second start, Jeff Vidic (Yam) got a super holeshot on everybody as he took the outside line and gassed it while everybody else hit the first turn, brakes on and gas off. By the time anybody knew what was going on, Vidic was long gone and cruised his way to the moto win. With his overall victory in the balance, Gillman came back in the closing round to grab a super lead with only Vidic, back in second, as any possible threat. The moto ended with Gillman in pocession of a 15-20 second lead over Vidic, and the overall win as well. Vidic, who DNF'd moto one with a seized engine, put his subsequent finishes together to take second. Jim Harris was third.

Lance Moorewood was his typical self, as he once again demolished the 250 Pro class in three motos. In almost every start, Lance was in the lead; and if he wasn't, it took little time for him to get there.

Gregg Toyama put Moorewood in his place by showing the former Mini champ how to really ride a 125! Toyama was consistent in the holeshot department while Moorewood had a hard time getting a decent start. The FMF rider berserked it in all three motos while Moorewood was either stuck in traffic or on the ground checking out soil conditions. Moorewood ended up second in all three rounds, finishing second. Willy Simons (Yam), who collided and crashed with Moorewood in the second moto, bounced back in moto three to collect third place. For his efforts in winning the 125 Pros, Gregg Toyama collected not only the usual load of cash that is customary in money-cross, but also a dog from D&G as well. ●

Results in Results Section.

Gonzales takes two at Desert Wheels MX

By Greg Robertson

EDWARDS, CA., FEB. 20
Over two hundred racers and a few hundred spectators watched Eddie Gonzales sweep the Open Experts with a perfect score, and then go on to win the heavyweight division of the team race, on a rough track at Edwards A.F.B.

In the Open Expert class, Eddie's competition wasn't really that big of a threat as he easily got the holeshot in both motos and went on to win them with more than enough room to spare. Lancaster Yamaha's own George Faber rode consistantly enough to take second overall away from Mark Mangold who rode a Yamaha 400 enduro in for third.

Aircone rider Rick Guilmette (Suz) showed the rest of the 125 Junior Division II riders just how fast his bike is by getting the holeshot. It only lasted a few laps before Dennis Creason (Suz) closed Guilmette's lead down and finally got by for the first moto win.

Things were different in the second moto though. Guilmette once again powered his RM out of the first corner in the lead and proceeded to open up some room between himself and second-place Creason. Midway through the moto, Creason fell down and Morgan Gough (Yam) took over second place with Duane Greer (Yam) in third. Guilmette held his lead to the end, which gave him first overall. Morgan Gough took second and Dean Morse brought his Suzuki in for third.

Results in Results Section.

PHOTO BY DAN MAHONY

Don Grigsby made his mother nervous, but he kept his cool and topped the 500 Experts at Elsinore's D-37 Scrambles.

Tidwell, Grigsby win Lightweight scrambles

By Maureen Lee

ELSINORE, CA., FEB. 20
Using the original Elsinore TT circuit the Lightweights M.C. threw a really neat scrambles Sunday. The ladies of that club really know how to handle the paper work even if Shirley Grigsby (otherwise known as T-Bone's mother) thinks it's nervous breakdown time!

The warm sun gave the riders a pure groove to ride in and it was stay in it or else, so whoever got out of the hole first was generally first at the flag if he kept his wits about him and rode defensively.

Danny Perkins and Mike Tidwell ended up talking to each other after the first two 250 Expert motos just to make sure neither thought the other one was bumping him on purpose, or doing something they shouldn't oughter! Tidwell got such a shunt in the second round his chain came off. First moto, Perkins grabbed the lead with Tidwell right after. Mike passed Danny, Danny passed him back then Tidwell held it down on the pole all around the tight back section and emerged with the lead at the end. Next round he was in the infield most of the race getting his chain back on, while Rickie Volk led Larry Bird, Perkins and Jeff Springman home. Last round it was Tidwell all the way with Perkins literally breathing into his exhaust pipe.

Steve Tinsley, who was married just the day before and, was spending his honeymoon at the track with his new bride, couldn't get his Bultaco to shift right for the 500 Expert class, but Don Grigsby had it all together with three straight. Doug Davenport got some good starts but couldn't keep it together while Rex Hailey, after a dismal eighth in the first moto got with it with two straight second places to win second over-all. Don Frauenberger came in third with a second and two thirds.

Once again the Open class turnout was down so they ran them all together. Pat Dobbins was going great with a second in the first heat and going on strong until his Triumph let go. Dylan Neihart won the class with two firsts and a third while Steve Miller was always right there looking for a door to open. Last moto Neihart was trying so hard to catch Dave Peters, who was leading, he left the door open and Miller shot for second spot in nothing flat.

The Sidehacks are coming out regularly now (hurrah). There were seven of them Sunday with the Stevens/Sanner Honda taking three straight. That old TT adage of "Pitching it sideways through the corners" applies to sidehacks as well; if you've never watched Jimmy pitch that bellowing Honda of his through turn one, watch him. The Masella hack with Loreto and Claudio aboard looks wild when the front end starts washing and Loreto is hanging onto roadracing clipons with no leverage!

The 125 Amateurs were really banging each other around and laying on each other in their starts, with Steve Griffith winning it and Jay Bales second; and 125 Novice main winner Sam Burns also won his heat. Again there was a good 500 Novice turnout and Kelly Templeton smoked 'em in the heat and the main. 500 Amateur Mike Montgomery laid his Yamaha over just a *leetle* too far in the first

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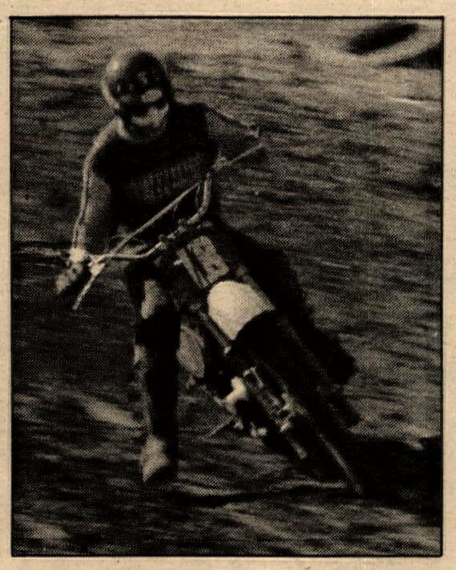
Western hotline

Andy Jannings leads the AME Open Pros out of the first turn in the first moto. In his wake are winner Dave Haugh (1), Tom Webb (2x), Skeet Wyman (2), Angelo Coffino (ol) and Jim Denson (15c).

PHOTOS BY LEE TAYLOR

PHOTOS BY REX REESE

(Above) Mud can make for identical twins. (Below) R. Mike Brown holeshot the CRC 250 Intermediates.



Bogane Blows away Big Bores at CRC MX

By Rex Reese

TRABUCO CYN. CA, FEB. 13

Corey Bogane rode his Suzuki City-sponsored RM 370 past a third place in the first moto, winning the second and taking the overall in the Open Experts at today's jam-packed CRC motocross. A fall in the second moto foiled Aircone rider Roger Bartling's (Suz) chances for a big win in the 250 Intermediates which went to John Criswell (Suz) of Team Junk; while the brothers Whiting — A.J. and Matt — diced it out between themselves to divvy up the top two spots in the Mini Experts.

Bogane didn't start off on the right foot in the first moto. He got off the line in about second place, and when he was ready to make his move into the first turn, Corey ran out of room and into the weeds which put him dead last. Tom Mayfield (Mai) went on to win it, and by the end of the moto, Bogane had worked himself up into third place.

The tables were switched in the second moto as Mayfield became a victim of traffic problems and Bogane grabbed the lead. Mike Norris (Suz) was right behind Bogane all the way in that round to wrap up second overall behind Corey. Mayfield worked his way up from his bad start to take third.

R. Mike Brown (Mai) grabbed the lead in the first 250 Intermediate moto while eventual moto winner Roger Bartling was hanging in there in a steady second place. For a long while, it looked as if Brown might have it in the bag since Bartling had tried almost every trick in the book to get around him. To complicate things even more, Brown was beginning to slow down just enough to make things frustrating for Bartling. Just before the white flag came out, Roger finally got past Brown to lead on for the win.

Bartling's stunning first moto win was washed down the drain in round two when Roger fell and wound up finishing in tenth place with the win going to Jerry Jeffery (Hon). Roger rebounded in the final to win it again, but because of his lousy second moto, his overall position was third place. John Criswell (Suz) of Team Junk emerged as the Cinderella winner by finishing the third moto in second, combined with a fifth and a fourth, to take the overall win. Brown finished third in the final, along with a sixth in the second moto, to take second overall.

A.J. Whiting (Yam) was looking real good as he smoked everybody in the first two motos of the Mini Experts. One more win would've swept it for him, but that was not to be he never got any further than fifth in round three. Brother Matt Whiting was running third in the two early motos, and stepped in to get the last moto win for himself and the overall as well. A.J. took second, while Curt McCuistion (Suz) took third. ●

Results in Results Section.

Haugh double winner at AME Sprocketts Park MX

By Lee Taylor

BAKERSFIELD, CA, FEB. 20

Dave Haugh (Mai) won three out of four motos on his way to victory in both the 250 and 500 Pro classes at AME's Sprocketts Park motocross.

In the first moto of the 250 Pro race, Donnie Hansen, riding a Maico for C.M.S., grabbed the holeshot and set up a beautiful lead for himself. He had some mean competition from Haugh, riding out of the Cole Bros. shop, and Mark Gambetta (KTM). Hansen was so far out in front of the rest of the pack you forgot he was in the race. Towards the end of the moto, Gambetta went down but recovered in time to maintain third with Haugh in second.

When the second moto came around, it was Haugh's turn. He took the holeshot and held first throughout the moto. During the first half of the moto, Haugh had some hot competition with Phil Taylor (KTM) and Randy Lewis on his tail. These two let Haugh know they were there, all around the track. Hansen and Hal Strauss (Mai) started moving up. Hansen edged himself into third spot moto and got off it, but took first and second next two times out while Dave Johnson won the trophy with two firsts and a second. That class certainly isn't afraid to lean on each other when they go around turns, especially in the back.

Happiest rider for the day was probably Tommy Walton who now owns Mike Tidwell's Champion-framed Yammie 250. he took the first 250 Novice heat with it but didn't do so well in the main, which went to Jack Smith. ●

Results in Results Section.

Skeet Wyman leads AME double winner Dave Haugh.

and Strauss took second. They held onto these positions right down to the checkered flag which brought Haugh home a first overall. Hansen took second, Strauss third.

It really was Dave Haugh's day! Not only did he take the overall win in the 250 Pro race, he came back in the 500 division for a second victory. In the first moto Andy Jannings did everything he could to win, and almost made it, leading for two-thirds of the moto.

Jannings knew he had Haugh and Skeet Wyman (Mai) coming up behind him and he did everything he could to hold them off. But with three laps remaining, Haugh got by to take the lead. The battle was on between Wyman and Jannings for second. Side-by-side down the straightaway they flew and into the turn at the end. Wyman got by Jannings and managed to hold him off for about one quarter of a lap. On the white flag lap, Jannings passed Wyman and held him off with about one bike's lead. Heading into the checkered flag, Jannings held onto second and Wyman took third.

The second time around, Haugh assumed the lead right away. Tom Webb (Mai) DNF'd in his first moto, but this time he really put the heat on Haugh. Wyman kept Webb company with Jannings in fourth. Haugh stretched out a nice, smooth lead as Bill Hagen (Suz) moved into fourth. Wyman, who held onto second for much of the moto, lost it to Webb. In some kind of trouble, Jannings pulled off the track. As the checkered flag went out, Haugh had another first overall with second going to Wyman and third to Hagen.

In the 250 Intermediate race, Mike Gosselaar (Suz) came back from a second in the first moto to take first overall. The first time around he was running second, trying to get by Tim Schmidt (Suz). Gosselaar was closing on Schmidt and would almost get by in the turns. Chuck Behrle (Mai) and Greg Berman (Kaw) were riding third and fourth, pushing each other relentlessly. These two took the track by storm, side-by-side over the jump and through the turns. Inseparable! Gosselaar was right on top of Schmidt and went down, trying a bit too hard. He recovered in time however, maintaining second. Bergman started to pull a bit of a lead over Behrle and held it throughout the rest of the moto.

In the second moto, Gosselaar grabbed the holeshot with Bergman right behind him, and John Lawson (Hus) was in third. Rich Asuh (Oss) moved up into third and kept pressure on Bergman. Bergman stayed on Gosselaar's tail, not giving an inch. Asuh and Lawson were alongside each other, riding a fine, tight race for third and stayed that way right down to the wire. Gosselaar took a well-earned first overall, not shabby for his first time at Sprocketts. Second went to Bergman and third to Schmidt.

Results in Results Section.

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Western hotline

PHOTOS BY PATTI TROTTER

The tale of two Turners in a turn. Danny (28) and Ron battled during the second CMC 125 Pro moto.

Bell takes two; Reid rockets at CMC Saddleback

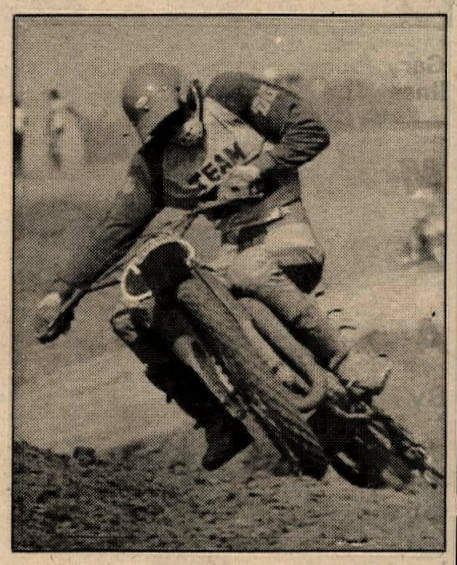
By Patti Trotter

ORANGE, CA, FEB. 20

Scott Gillman (Yam) got the holeshot in the first 500 Pro moto but dumped the bike at the bottom of the start hill, thus allowing Mark Rodman (Mai) to take command of the parade. Val Tamietti (Mai), Richee Collins (KTM), Mike Bell (DG) and Robert Marino (Suz) followed Rodman. On the third lap Bell was able to get by both Collins and Tamietti to take second. Tami had a bit of trouble with the rear end washing out in one of the turns and he dumped the bike and was passed by Collins. Gillman and Marino had quite a dice going back in the fifth and sixth positions with Gillman coming out ahead and then preceding to pass all but Rodman and Bell. On the back stretch Bell got dialed, blasting around Rodman to capture the win.

Rodman was again the leader of the pack in the second moto with Gillman, Bell, Tamietti, Randy Blevins (Mai), Marino, and Bruce Baron (Yam) in hot pursuit. Rodman was able to hold the lead for three laps until Gillman went by for the moto win. Bell and Tamietti were unable to make it around the WFO Yamaha rider. The overall win went to Bell with the most consistent finishes, Gillman and Tamietti were second and third.

Robert Elliott (Suz) was off the line and going before anyone else in the 250 Pro race. Elliott never had his incredible lead threatened by any of the other 28 riders. Tamietti (Mai) and FMF superstar Ron Turner got



CMC double winner Mike Bell in a fine display of moto-gymnastics.

the next slots. Mike Bell was riding fourth and Tim Lunde fifth. The traffic was very heavy in the tight turns and a goodly number of riders went down, among them Tim Marsh (Suz) and John Smith (Yam). Smith got going but Marsh was down and out for the rest of the day. It was several laps and a lot of bikes later before Marsh was able to be removed from the track. Bell was able to work his way up to the second spot but he was unable to get around Elliott. Following them were Tamietti, Turner and Husky-mounted Alan Smith.

Bell did in the second moto what Elliott had done in the first, blasting off the line for an undisputable lead. Tamietti, Turner and his FMF teammate John Smith followed. Wes Sutton and his new Maico were leading Tim Tolar and Ken Morgan. Smith went down and Sutton took his spot. As the riders crossed under the

PHOTOS BY RON LAWSON

Gary Jones gives forth a mighty "Azungaa!" in 250 Pro action at DeAnza. (Inset) 250 Pro winner Steve Montague.

Montague takes 250 Pro victory at AMC De Anza MX

By Ron Lawson

SUNNYMEAD, CA, FEB. 20

AMC regular Steve Montague (Suz) and Mike "Little" Tripes (Ammex) came out to beat the local De Anza riders as well as Gary Jones (Ammex) and Steve Roark (KTM) in the 250 class.

In the first moto it was a three-way holeshot between Roark, Montague and Keith Dysert (Suz). Roark held the lead for about three laps, then Montague shot by and was never seen again. In the meantime, local berserko-crosser Danny McDougal (Suz) was trying to break free of Dysert and Jones. By the fourth lap, he had established a solid third and was closing in on Roark. The midway point of the 21-lap race saw Montague with a considerable lead followed by Roark and McDougal in close combat. The next pair was Jones and Pete Smith (Suz). By the time Jones got away from Smith, he had a new challenger. "Little" Tripes had got off the line in about 12th place, but with smooth determination, he worked his way up to the leaders. He put the move on Jones after a four-lap battle. For the rest of the race he continued to move up, but the McDougal/Roark duo was just too far ahead, and Montague was even farther. The checkered flag saw Montague cruise in to an uncontested win, then came Roark and McDougal almost side by side.

In the next round, Tripes had the holeshot all to himself. In a few short laps he built up quite a lead over second-place Gary Jones. Montague was back in sixth place and he knew he had to get third or better in this moto to get the overall win. Roark and McDougal both had such rotten starts, they were out of contention. On lap four, Montague put himself right behind Nelson Whitehill's Husky and really applied the pressure, demonstrating how badly he wanted Whitehill's third place. One lap later, he got by and took the position for himself. Finishing in that place would have guaranteed an overall win, but he didn't stop there. Montague set his sights on Jones and the battle for second was on. All this time, Tripes was stretching out his lead, making it almost impossible for anyone to catch him. It was on the 11th lap that Montague got by Jones and tore out after Tripes. "Little's" lead was just too great, however, and he finished with almost all of it intact. Roark made up enough time to finish third and Whitehill came in fourth.

In the 125 Pro class, Brian Myerscough (Suz) took top honors after running away from Kurt Sofka (Yam) in both motos. Jeff Ward finished third overall with a third and a fifth. ●

Results in Results Section.

Western hotline

(Continued on page 26)

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~~March 23, 24 & 25~~ FILLED
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MUSKINGUM VALLEY MX RACEWAY
Zanesville, Ohio
April 20, 21 & 22
April 27, 28 & 29
May 4, 5 & 6
May 11, 12 & 13
May 25, 26 & 27
June 1, 2 & 3
June 8, 9 & 10
June 15, 16 & 17

CALIFORNIA
CARLSBAD INTERNATIONAL RACEWAY
Carlsbad, California
June 29, 30 & July 1
July 13, 14 & 15
July 27, 28 & 29

TEXAS
LAKE WHITNEY CYCLE RANCH
Lake Whitney, Texas
August 10, 11 & 12
August 17, 18 & 19
August 24, 25 & 26
September 7, 8 & 9
September 14, 15 & 16
September 21, 22 & 23

CALIFORNIA
CARLSBAD INTERNATIONAL RACEWAY
Carlsbad, California
October 5, 6 & 7
October 19, 20 & 21
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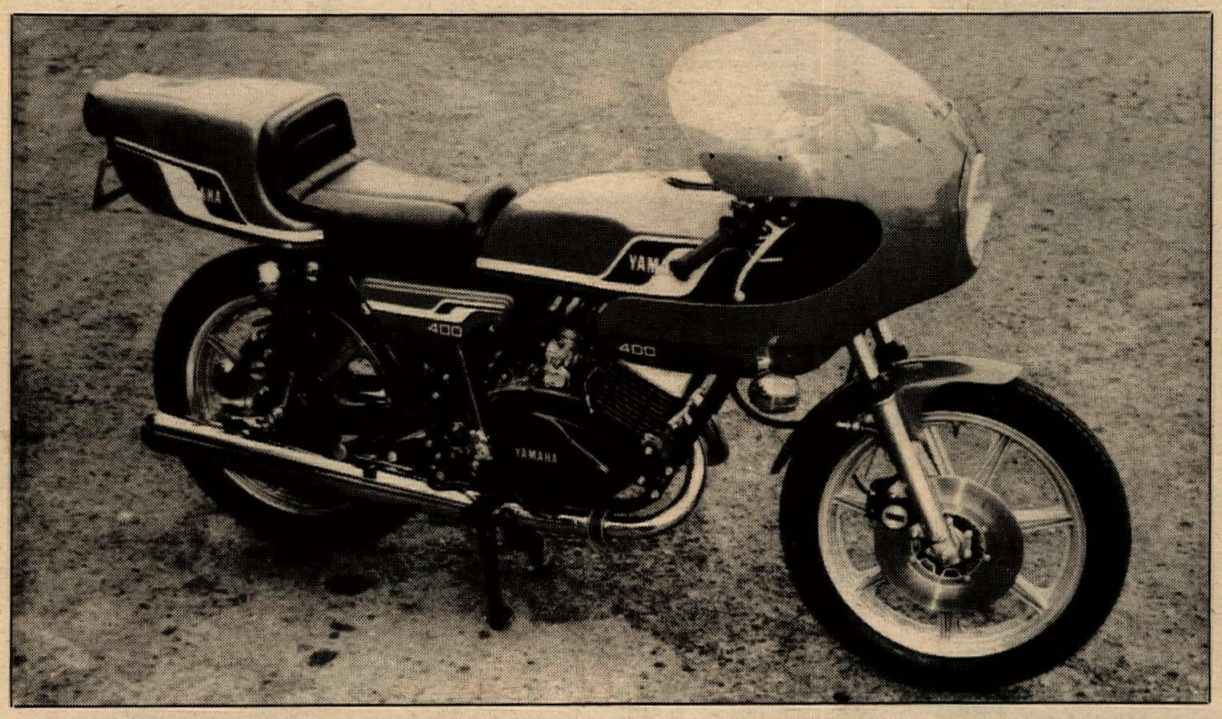
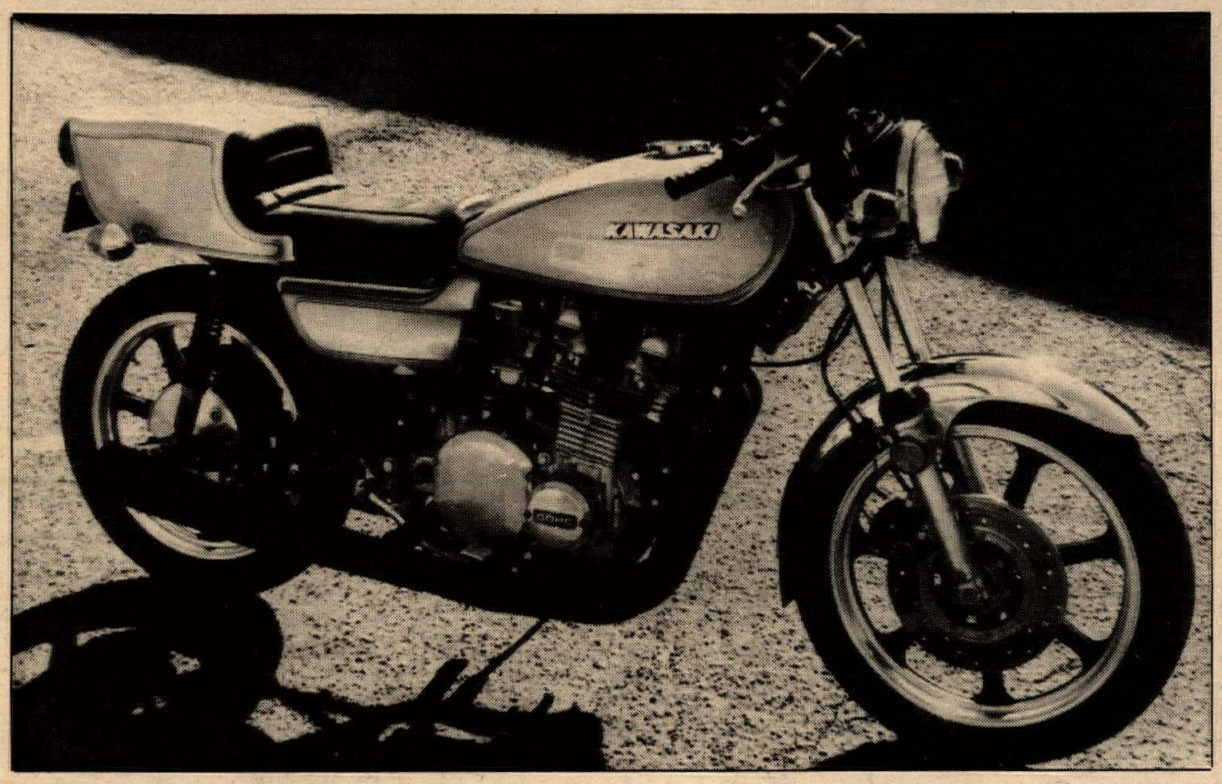
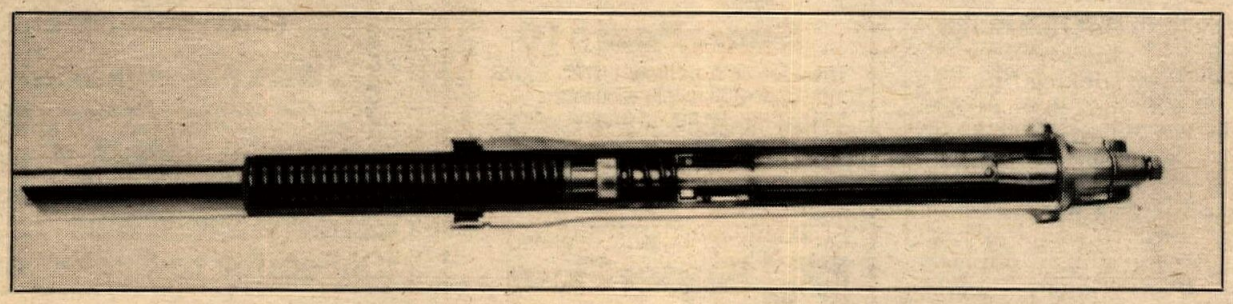




Cafe Royale — if you liked the movie, you'll love the kit

Very few accessory manufacturers take the trouble to blend cafe style with touring practicality — largely because the two modes are hard to mix. An exception for riders who like to temper their masochism with small conveniences is the Vesco "Cafe Royale" product line, now available as a seat and fairing kit for the Yamaha RD400 (upper photo) and in seat-only form for the KZ900/1000 Kawasaki. In addition to being pretty and well-detailed, the seats are designed for hinged mounting with the stock latch; and the fairing has small glove boxes under its internal upholstery. The fairing/seat combo retails for $340, the Kawa seat goes for $130. Detailed info from Don Vesco Products, Dept. Svelte, 7565 North Ave., Lemon Grove, CA 92045.

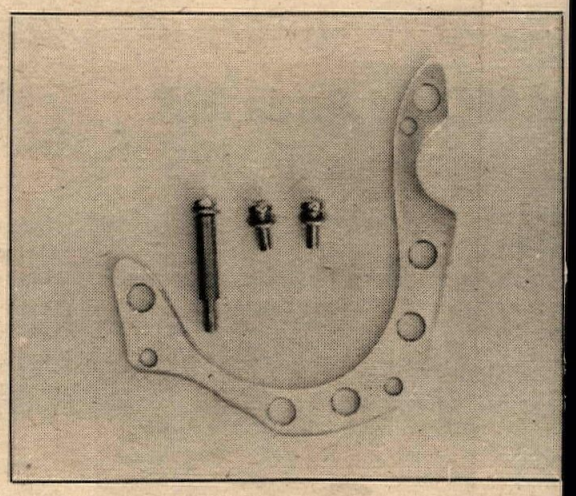


Support your local street bike

These funny-looking legs are supposed to hold your street bike off the ground. The ones that come as standard equipment on popular Hondas, Yamahas, Suzukis and Kawasakis do this fairly well except when going around corners fast. Then they sometimes fail to keep the motorcycle off the ground. Number One Products, the folks who brought you Trickit fork parts for dirt bikes, now have 14 custom fork kits designed to offer some improvement. Try stuffing your fork legs with these new spring/damper components and maybe all that ugly red rash on your body will begin to go away. If the rash persists, see your doctor. Write Number One Products, Dept. No-Pogo, 4931 N. Encinita Ave., Temple City, CA 91780 for specs and prices.

The protector

C'mon, buddy, be reasonable. You've got a lot of money tied up in that long-travel magnesium slider fork set of yours. You can't afford not to have a little protection, see. Like, what if some goon put a hole in those trick parts with a rock? What you need is —uh— *insurance*. What you need is "The Protector" from the Preston Petty syndicate. An unbreakable plastic guard for four bucks, you can't go wrong. So get smart, buddy, or my friend "The Enforcer" will break both your fork legs. Talk to your dealer or The Man at Preston Petty Products, Inc., Dept. Cosa Nostra, P.O. Box 89-NW, 403 Main St., Newberg, OR 97132.



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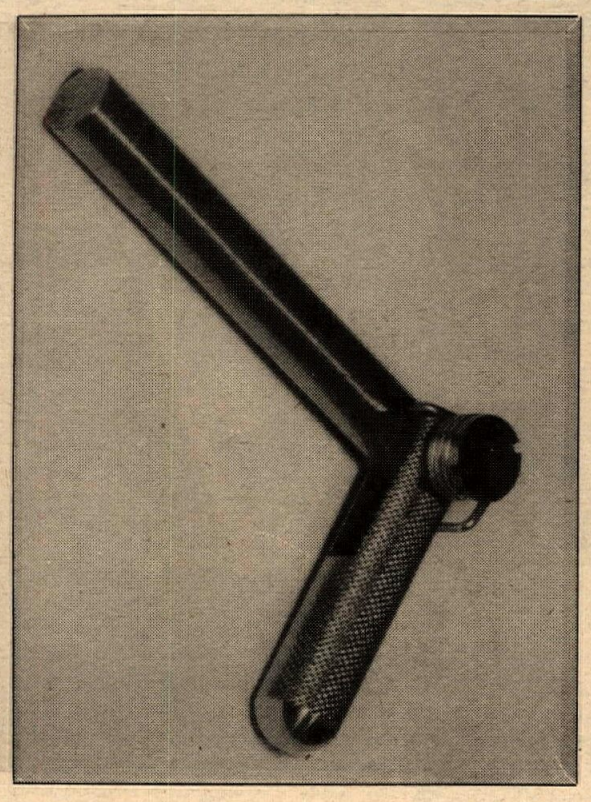
GUIDE



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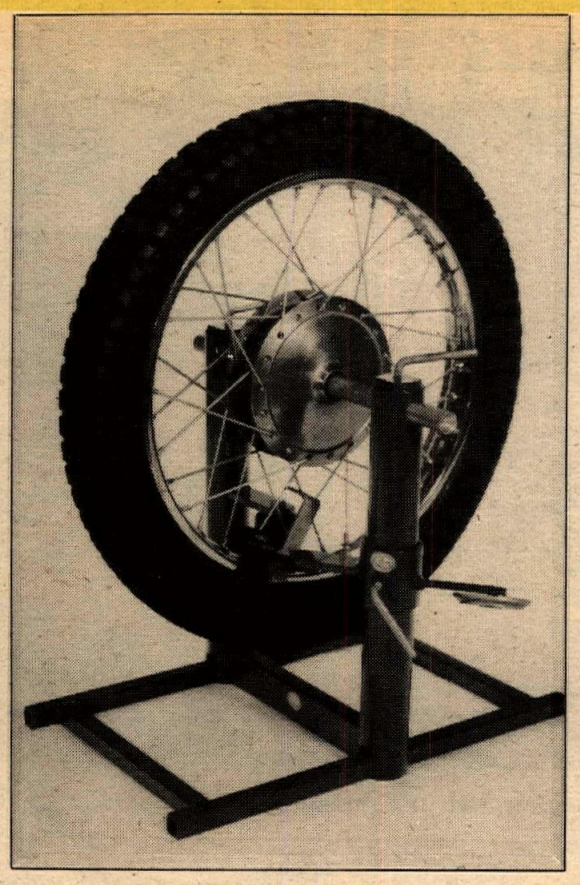

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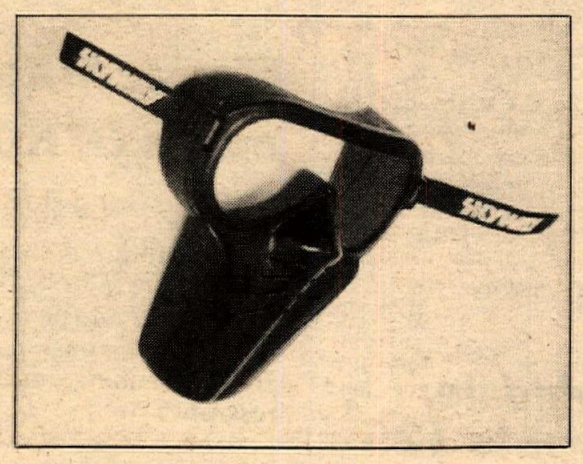

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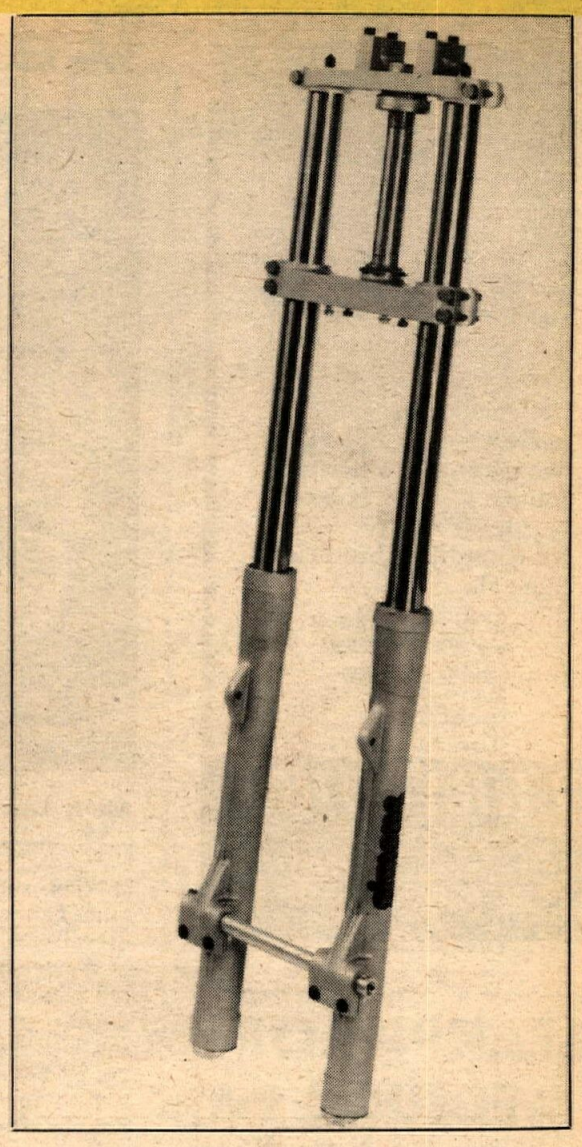

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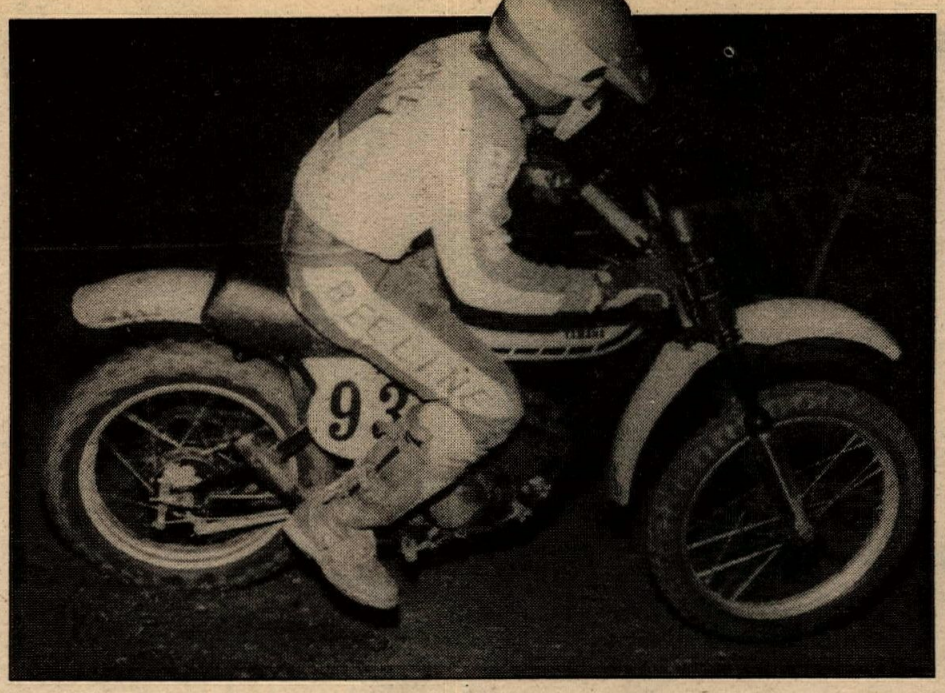

Mark Lawrence won two Irwindale 125 Pro motos.

checkers the leaders were Bell, Turner and Tamietti, with Bell taking the overall win.

Warren Reid, on his Jon R. tuned red-engine rocket Honda was literally devouring the Saddleback track. In the first race, Radical Ron Turner came blasting around the Webco Tower turn with Reid right on his knobby. Danny Turner, back from an outrageous win in Sacramento last weekend on his Kelvin Franks hand-built Honda, was third and Elliott fourth. Reid took over the lead with Danny Turner and Gary Denton (Suz) and Gregg Toyama (FMF) trying to catch him. Elliott was out for the day when a spectacular endo shook him up pretty badly, and since he is just returning from that major hip injury he opted to not race anymore today. Back a few places in the pack, Cliff Lett (FMF) and T&M's hotshoe Bruce McDougal had a good dice going with the FMF rider managing to keep the forward ground. The first five riders to cross the finish line were Reid, D. Turner, R. Turner, Toyama, and Denton.

Reid rocketed to the early lead of the second race. Toyama was in the second slot with Danny Turner and Ron Turner right behind him. At the end of the race Reid led Turner, Turner, Gary Ogden (FMF) and Toyama across the finish line. ●

Results in Results Section.

CMC Irwindale: Pessy roosts 125 Pros

By Tom Corley

IRWINDALE, CA. FEB. 18

CMC night championships 125 Pro winner Gary Denton was just spectating tonight and so was usual top placer David Taylor, so the Irwindale 125 Pro class money was circulated to a few others for a change. Former CMC number one Dave Pessy of DG Performance Specialties roosted over 16 other competitors and hooked the first overall money. Pessy ended up with 2-1-6 placings for the victory while Vince VanHook took second over Chuck Lunde and Mark "Madman" Lawrence. Lawrence appeared to be the fast guy overall and won all but the second moto which ruined his chances.

The CMC number one plate rider Val Tamietti (Mai) was totally on the gas, riding to the 250 Pro win. Tamietti smoothly won all three motos over the very fast DG ace Mike Bell (Yam) who went for a 2-2-3 finish. The two experimental Ammex machines of Mike Tripes and Gary Jones cut off the rest of the pack.

In the past Mike Bell has dominated the 500 Pro class on a four-stroke Honda but he is now on a two-stroke Yamaha for DG. Bell followed Tamietti in the 250 Pro class but in the 500s he had total command and walked away with the cash. Jeff Vidic (Yam) came through with a second overall and improved as the night went, soaring in front of the pack for the final moto win. Tamietti had to settle for a third overall which gave him the best part of the night's money.

Results in Results Section.

Maniac MXer mauls OTHG MX

By Bang Bang BoBo

VALENCIA, CA, FEB. 13

The Gang's first North-South match race of the year was held at the International track at Indian Dunes, ending up as a toss-up.

Maniac Mike (KTM) won both Expert motos. Second-place Absurd Al (Suz) chased Mike both times. Philthy Phil (Yam) stayed ahead of Stubby Steve to hold onto third place.

In the Amateur ranks, Delicate Dennis (Yam) aced Limp Larry (Mai) out of first place when he beat him in their final moto. Daisy Dave managed to hold onto third place.

Krazy Kit, Miss Mike and Lizard Lou were the top three finishers in the first Intermediate moto. But the final moto told a different story. Dreading the dregs, Du Du Dan (CZ) dashed daringly ahead of the pack to win first overall. Lizard Lou (Hon) held onto second ahead of a hard-riding Grubby Gary (Yam).

In the Novices it was Sorry Sandy who won it on a 100cc Penton. Mutha Mike (Hus) went 1-3 to pull off a second overall. ●

Results in Results Section.

Rainey loses close one to Tidwell

By Elaine Jones

CORONA, CA, FEB. 16

Wayne Rainey was still riding high after Sunday's victory and Mike Tidwell was aboard Dylan Neihart's 750cc Yamaha on which Dylan had just won the Open Expert Half Mile. Off the line in the 15-lap Money Half Mile went Rainey with a letter-perfect start. Shawn Leipold was in second and Tidwell was third. Mike Minnig, Jim Vendley and Neihart rounded out the rest of the field. It took Tidwell five laps to get around Leipold and start to pick up ground on Rainey. He didn't catch Rainey until lap 13 and then it was power that won out as Wayne's 250cc was no match for the powerful 750.

Rainey did basically the same thing in the Money Short Track. Tidwell had gotten the shot off the line with Rainey knockin' at his door, with Minnig and Perkins close enough to throw a blanket over all of them. The door finally opened for Wayne on the sixth lap and he went on through, locking Mike Tidwell into second and Mike Minnig in third.

Tidwell added to his night's earnings by collecting both the Short Track and the 250cc Amateur/Expert Half Mile. The Half Mile again brought Rainey and Tidwell together, but attrition problems took Rainey out with a sour motor on the fifth lap.

Shawn Leipold, a regular who comes down from Bakersfield, struck pay dirt in the Open Combo Half Mile. The race that should have come from Neihart got stifled early when Pat Dobbins got off second and held Dylan off for four laps. ●

Results in Results Section.

Dorothy Rowe tops 250 Experts at Elsinore TT

By Andi Grangewer

ELSINORE, CA, FEB. 16

The 250 Amateur/Expert class was one for the record books. Joe Steffen had the first moto under his belt easily from the moment the green flag was thrown. Dorothy Rowe and Duane Gallager were involved in a head-to-head battle, switching places every few feet. On lap three, Gallager went a little wide on the sweeper and Rowe shot under to take his spot. Scott Polson lost his third on the esses when he went down and Jack Smith had no where to go but over the top of Polson. There was no harm down (except for a few tire tracks on Scott) and the race ended with Steffen holding down the first, Rowe second and Gallager third.

In the second moto, Rowe was exactly on target as she timed the starter perfectly and headed for the front of the pack. Steffen wasn't far behind but he also had some close company. The number two place changed three times during the course of the race between Steffen, Danny Perkins, and Jack Smith. Perkins and Steffen got too close for comfort and they both took a turn for the worse. Jack Smith was next in line for the number two spot and he finished there.

The final race for the 250s went again to Rowe. Steffen tried every

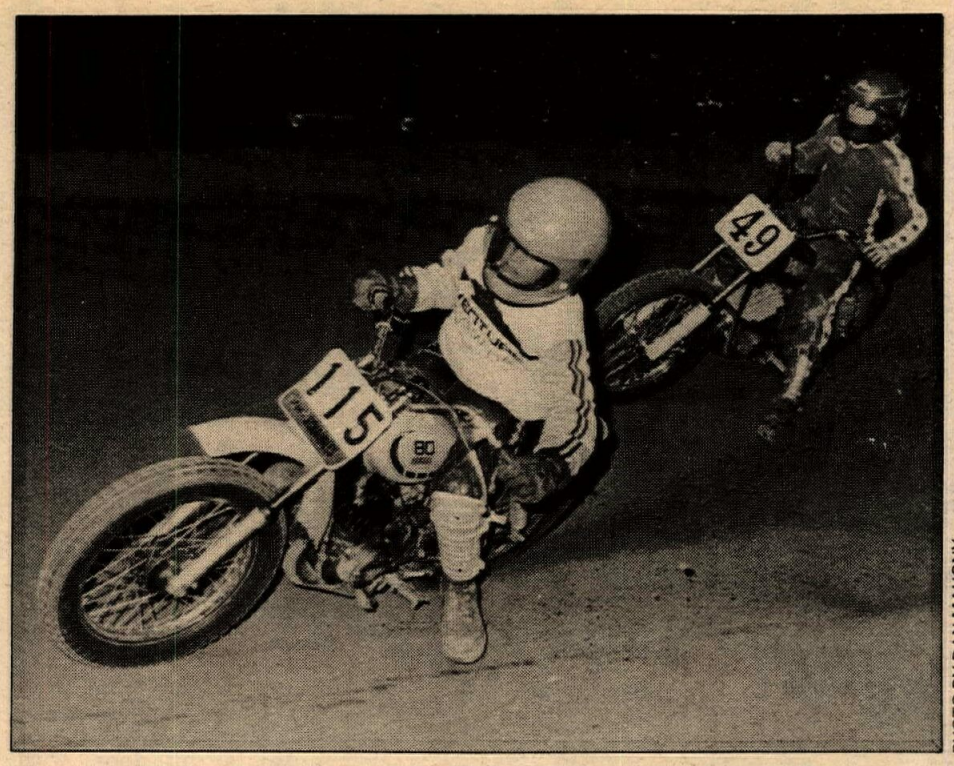

PHOTO BY DAN MAHONY

Jim Livingston (#49) and Darren Hulbert (#115) hash it out in the mini class at Elsinore.

trick in his book but the little lady wasn't very anxious to give up her lead. She eased her Yamaha across the finish line and left Steffen in second. Bultaco-mounted Jack Smith picked up third. The overall standings were the same as the last race with Dorothy Rowe receiving the one Expert 250 trophy.

We had three visiting Mini Experts from Arizona and they stood up very well against our own Experts. The one Beginner, one Novice, and one Amateur were scored as one class, and the five Experts ran for a separate trophy. The Minis were staged around the track for the start according to their class. Jimmy Rosa, a Novice from Anaheim, had the advantage of starting way out front, but he held the oncoming Experts off for two laps until Amateur Jim Livingston, saw a chance to sneak by and he went on to take the win. Ken McIntire, an Expert, was just beginning to work his way through the pack when he got caught in traffic and was thrown for a loop, ending up riding in the ambulance and it looked as if he was through for the night. Billy Boat, an Arizona Expert, was the second rider to cross the finish line. Both Livingston and Boat received first place points because of the class difference.

Moto two proved to be quite a heated race. John McArthur, another member of the Arizona team really put it to the locals as he grabbed Jimmy Rosa's lead away. Gene Brown, a regular Elsinore Expert, wasn't about to let some visitors take his spot in the winner's circle, so he pushed and persisted and — just in the nick of time — he moved into the lead. Livingston also got a taste of Elsinore dirt as he pushed just a little too hard and slid out on the sweeper. Livingston got right back in the action though and was first in his class again. McIntire came to race, and race is just what he did. He was back out on the track and rode to a second behind Brown. There's no stopping that kid! McArthur, and Donny Smallwood (both from across the border) were next in line to McIntire.

By this time the visitors were getting used to the track and each race they were more and more competition for the regulars. Yamaha-mounted Rosa did a magnificent job of racing the last go 'round. He really had the pressure cooking behind him. Smallwood was a breath away from Rosa and one bobble by him would have given Smallwood the opening he needed. But Rosa was extremely careful and led the way for most of the race. Livingston snuck up on Smallwood and when he least expected it, he slid by and set his sights on the leader. Rosa had more than he could handle with Livingston behind him and as the white flag signalled one more lap, Livingston made his move. The win went to Livingston with Rosa second, Smallwood third to cross the finish line. The Expert trophy was awarded to Gene Brown and Jim Livingston picked up the other Mini trophy. ●

Results in Results Sectin.

Auberlen, Sigman claim SRA Senior wins

By Sue Senn

ADELANTO, CA, FEB. 13

The trail of dust behind Senior division rider, Gary Auberlen (Suz) clearly marked the two-minute lead he held over Gary Sigman (Suz) and Dave Crofoot (Suz) as he moved across the dry flat land of the South course at SRA's Dual European Scrambles. Crofoot and Sigman were battling through the rough section of rocky hills and whoopdees when Auberlen threw a chain. Sigman took full advantage of Auberlen's misfortune and left Crofoot behind to battle with Ken Thorall (Suz) for second place, while he moved in to claim first.

Later in the day on the North course, Auberlen made no mistakes and had no misfortunes. He jumped out front at the start and that's where he stayed with Sigman hot on his trail. In the meantime, the real battle was going on between Novices Jim Horton (Yam) and Ken Thorall (Suz) over the number three spot. Horton won the battle.

In the Women's division, Amateur rider Louise (White) Bates showed her recent marriage hasn't hurt her riding at all. She jumped out front on her KTM leaving the dust and battle to Cathy Riddle (Yam) and Marjorie Haynes (Bul). Haynes may not have realized it, but following her through the sand washes, rocks and whoopdees, was a little Yamaha 80 ridden by 11-year-old Kevin Senn who was trying desperately to finish with the big bikes, and he did finish fourth overall. ●

Results in Results Section.

McIver beats Feets' cantankerous Beezer at Corona MX

By Elaine Jones

CORONA, CA, FEB. 12

Chuck "Feets" Minert, a name known to many of us that have been around motorcycles for any amount of time, had his BSA out and was ready to take on the 500cc Experts. He did himself proud. He was off on top when they left the line, using his flat track knowledge to put some distance on the field. Besides that, who wants to get in the way of a Beezer when they start churnin' up the dirt? Don McIver was the bravest of the lot and it took him five laps before he could get around Feets. Minert started losing ground and finally was completely out of the picture when his motor got cantankerous on him. McIver continued to hold his lead with Gordon Stafford trying to find a way to get around him. But there wasn't any and he ended up with a second.

Moto two again saw Minert out in front but this time McIver was able to get around him by the end of three laps and again Feets' Beezer went sour. Pat Beasley had his earlier engine problems worked out and took second in the moto and overall. Stafford finished third.

The 125cc Beginner class was about the closest race of the day. In the first moto, Jack Triantes was off on top with Doug Matz in second. It only took Matz one lap to get around Triantes, who stayed with Matz all the way to the checkered. Mike Kloek got home third. In the second moto Matz got off on top and stayed there picking up the overall win. Triantes came up with another second and Ross Adams and Mike Kloek tied for third. ●

Results in Results Section.

Miller collects Bounty; Norco tops HSMX at Corona

By Elaine Jones

CORONA, CA, FEB. 11

It was the final night of Bounty Hunting on Gary Denton. The word had gone out and there was a larger than usual turnout to see if he could allude the pursurers one more time. The 125cc Pro class had grown with Don Snyder, Kenney Jones, Marty Miller, Greg Sheets, Randy Hayes, Steve Bauer, Robin Richey and Kurt Sofka all looking to upset Denton.

The first moto saw Gary take the holeshot with Marty Miller and Randy Hayes right behind. The win was accomplished in typical Denton style: smooth, fast and exciting — quite the opposite of the polite, quiet, almost shy Denton you meet in the pits. As they lined up for the final moto you could almost cut the tension with a knife. Gary had to win the final moto or Marty Miller had to finish behind him.

The gate dropped and it was Miller off first, Denton second and Greg Sheets third. Miller had a good lead but Denton went about cutting it down. As they came over the jump by the start-finish line, on the white flag lap, Denton was riding double with Miller and starting to worry him. As they headed toward the gate that would take them into the hills, disaster struck. Denton's chain came off and he slid out. This was the same thing that happened the first night but then he had enough time to fix it and finish the race. All he could do Friday was watch the field go by and know the Bounty was about to be collected. Marty went on to take an easy win with Greg Sheets second and Kurt Sofka third. Sofka collected second overall and Sheets got third.

An incident took place when Denton went down that cannot go unmentioned because it reflects badly on the sport and hopefully it will never happen again. First of all about seven spectators were in the infield which is against the rules. When Denton fell, they felt it necessary to clap and jeer and make gestures totally lacking in class and sportsmanship. We deplore such behavior. Fortunately Gary, pro that he is, rose above it all, pushed his bike back to the pits and went inside his camper. No one would have blamed Gary if he had taken a punch at these clods and there were quite a few willing to act as his stand-in.

Miller, after collecting his $50, got downright greedy and jumped on his 250 Suzuki and went two for two against the 250 Pros, collecting some more dough. Steve Bauer and Jim Latendresse were second and third.

The strong, multi-talented Norco High School team again ruled supreme as they took on all comers and came out on top. Norco has a strong girls' team led by Jill McIlrath. So strong is the team that they had no one to even challenge them. McIlrath was easily the fastest; the rest of the girls could really do nothing more than try and keep her in sight. Jamie Hayes took second all three motos and Dana Sinsley was third. McIlrath then went and took on the 100cc Intermediates. She finished third to Steve Dahle of Charter Oak and Wes Hinman of Norco.

Kevin Greenhaw of Norco, riding his Can-Am for the second time, went against the 250cc Intermediates and fell in love with his machine and the Corona course. He led from start to finish in the first moto, but in the second round he was in fourth after the start. It didn't take him too long to work his way through to the head of the pack. Don Walls and Jeff Hellie of Norco were second and third.

Charter Oak had two winners as Ryan Dow won the 100 Novice class and Steve Dahle the 100 Intermediate.

Alta Loma had a clean sweep of the 175 class, with Jim Hall, Mike Landmesser and Phil Moust doing the honors. Curt Saddlemere brought another one home for Alta Loma when he topped Marcus Bets of Charter Oak and teammate Jeff Johnson in the 250 Novice race. Almost everything else fell to Norco.

Results in Results Section.

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THE LATEST POOP BY PAPA WEALEY

(Continued from page 2)

Any of you Funky-British-Single dudes still hanker for a brand new 350cc Enfield Bullet? Yeah, brand new — they're made in Madras, India, and are guaranteed to carry you back at least 15 years.

On February 22, the Orange County Calif. Supervisors ordered Escape Country closed for 90 days in response to complaints about rowdy rock concerts being staged there. The order does not effect neighboring Racing World, which is still conducting business as usual. For details, call (714) 581-6400, or 581-6401.

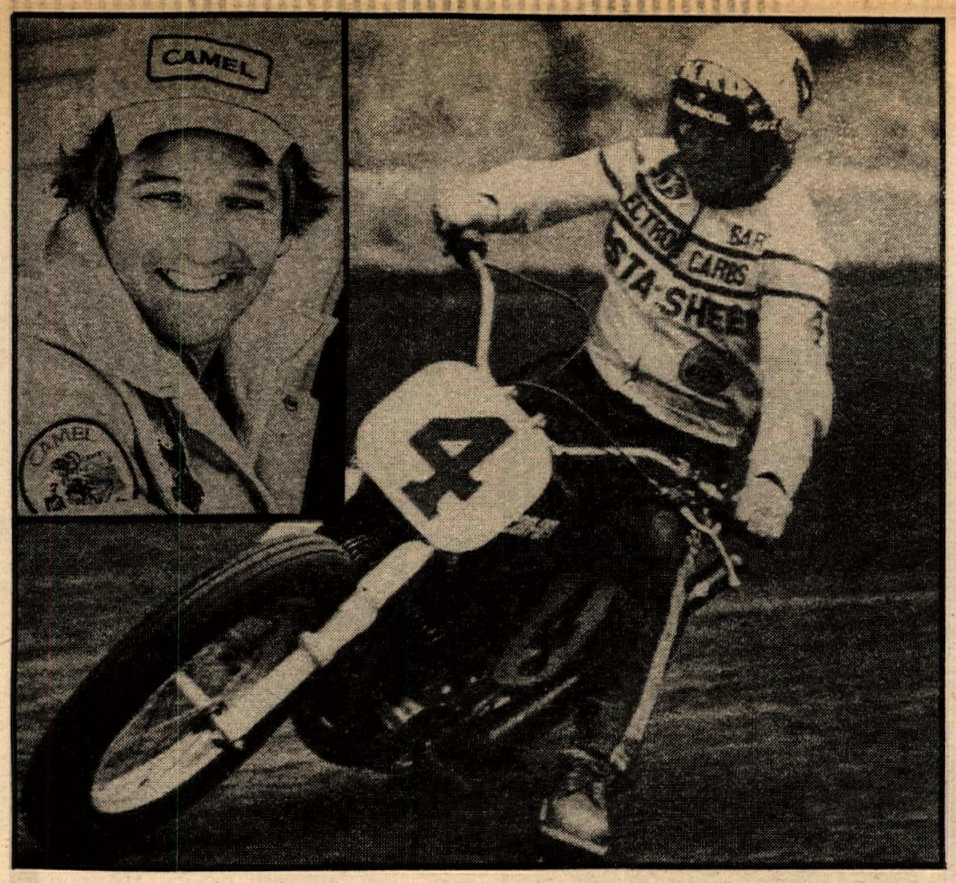
Promoters of the event report that over 1,000 foreign visitors for the 1977 Daytona Motorcycle Classics have already purchased tickets for the race. For more information or advance tickets, write: JJ&B Promotions, Box 500, Daytona Beach, Florida, 32015.

Phoenix International Raceway has cancelled out of the 1977 schedule of major motocross events. Gone from the calendar are the April 17 AMA 125cc National and the November 27 Trans-AMA. The track owners cite lack of money for required track improvements . Financial considerations were reported to have motivated cancellation of Saddleback Park's November 6 Trans-AMA as well.

The 1977 TransAMA schedule gets more changes as the Puyallaup, Washington event will move from November 13 to the November 6 date vacated by Saddleback.

The final 1977 Supercross round, set for December 3 in Anaheim Stadium, Anaheim, Calif. gets a moved to November 12. That's the weekend vacated by Puyallup when they changed their Trans-AMA date to fill the date vacated by Saddleback. The updated AMA Professional motocross schedule will appear in a coming issue.

A new motocross track will open at Saddleback Park, Orange, Calif. with a spring High School Motocross Series. The first event is set for March 19. Track design is evolving from a consensus of factory team motocrossers headquartered in Southern California.



Three-time champ:

No "comeback" for Markel

When Bart Markel, 39, posted entries for the opening races of the Camel Pro season in Houston recently, he probably stirred sentimental thoughts of a comeback in the minds of his many admirers.

"No, it wasn't a comeback," says the three-time American Motorcycle Association Grand National champion, whose sparkling career spanned 20 years on the circuit. "I went down to Houston to enjoy myself, to be around the people, and to have some fun. I would never try to make a comeback against these young kids."

Semi-retired for the past couple of years, Markel won the last of his record-setting 28 national victories in 1971 and continued to ride until 1973 when he felt he "couldn't compete with the kids."

There's no tone of resentment in Markel's voice as he talks about younger but more experienced riders taking over the circuit in recent years.

"Kids racing out there today are 18 and 19 and have been racing for 10 years," says Markel. "Take Jay (Springsteen, 1976 Camel Pro champion). He's been racing since he was 10. When I started racing in 1956, I was 18 years old."

Motorcycle racing itself, according to the former Harley-Davidson star, has changed.

"The introduction of the Japanese bikes has made the greatest impact not only on racing but on riding for leisure as well," notes Markel. "That forced American manufacturers to make better bikes at lower prices to compete.

"That brought better equipment to motorcycle racing and it exposed a lot of these kids to bikes earlier. Fathers would back their sons who decided to start racing and it became a family thing."

Another difference? "We used to ride 12 races a year with the biggest crowd being 15,000 at Springfield, Ill.," recalls the bespectacled Michigan native. "Now the series runs almost 30 races a year and you'll see crowds like the 60,000 that showed up at the Astrodome."

While many riders today race for a living, Markel points out that he held down a full-time job as a tool and die maker for AC Spark Plugs while racing.

"It's changed a lot over 20 years, just like anything else," he says. "Mostly for the better. I feel like if I was 18 or 19 now I'd have a chance to make $100,000 a year . . . if I was as good as I used to be."

With that remark, Markel glances off into the distance. His thoughts probably turn to his first national victory at Peoria, Ill., in 1960, a 14-lap TT race which started him on his record-setting journey. Eleven years later he won his 28th race at Columbus, Ohio, to become the winningest rider in AMA history.

Of active riders, Kenny Roberts (1973-74 Camel Pro champion) has the best chance of breaking Markel's victory record. Roberts has chalked up 20 national triumphs since 1972.

"I'm not pulling for Kenny to take away my record," says Markel, who captured AMA championships in 1962, 1965 and 1966, "but if he can go for another year or so I don't see how he can miss. Kenny's some kind of rider."

At Houston, Markel failed to qualify in either event (TT and short track).

"I've slowed down some and my eyes aren't as good as they used to be," he says. "Those kids out there showed up to win and every one of the 25 who makes it to the finals (of each event) knows he can win the race."

While he didn't experience the thrill of racing to the enthusiastic roar of the Astrodome crowd in the national events, Bart Markel may have derived more pleasure from talking to the many motorcycle racing fans who dropped by his motor home in the pit area.

"They remember you were No. One at one time and they admire you for that and having been around so long," says Markel. "I enjoy talking to them."

There is no doubt that the feeling is mutual. ●

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NORTHERN DATELINE

PHOTO BY SUE SYKES

Entry to Puyallup's first turn gets tight as 125 Pros Symonds (1w) and Jacobson (5) go for it.

Voss, Gregson score in Winter Series Race No. 7

By Sue Sykes

PUYALLUP, WA, FEB. 20

Young Pat Jacobson (Hon) grabbed the 125 Pro lead and put plenty of distance on his 33 competitors. Larry "Super Mac" MacKenzie (Yam), Flyin' Ed Davis (Hon) and Gary Racca (Yam) followed. Super Mac whizzed by on lap five and was out in front to the flag. Lee Voss (Suz) whipped out a great ride, closing the gap in second at the finish.

In moto two the lead for the first half went to Yamaha-mounted George Symonds. Voss took over for the 125 Pro overall win, followed by nice guy Gary Potts on his Cycle Craft Yamaha. MacKenzie was out of the second moto action with a knee injury at "Murphy's Jump." Mac, while leading the 250 Pro action, dumped just before the hairpin turn — the same spot Buck Murphy got off a few weeks ago.

Mark Gregson proved again he's the Northwest No. 1 as he scored four first motos in 250 and Open Pro classes. Gregson has claimed all but one Open Pro victory — and Chuck Sun laid claim to that race. Not a bad seven-race record.

The "Hustler" award of the day goes to Mini Junior Brett Fortenberry (Yam). Brett came up with a sixth in moto one — with a full line of 25 riders. On the start of the second round Fortenberry pulled her over backward on the line. While 24 other riders were chasing through the opening turn — Brett was getting it back on two wheels. But within four laps he had *hustled* up to seventh for the finish. ●

Results in Results Section.

Haney King of Pond at Pioneer Rough Scrambles

By Ann Carr

OAKDALE, CA, FEB. 20

Turlock's Jeff Mason ripped off the 100 Experts for the third straight week as he outdistanced Doug Chandler and Tracy Hays by a safe margin. Chandler followed with a blitz of the 80 class. Modesto's Earl Carlson grabbed off the 80 Novice class which sported 18 riders and a semi today.

Dennis Spence diced with and chased after Salinas Expert Ben King for several laps before showing a wheel in the pit turn and breaking King's concentration for a clean pass in the 250 Main. Bob Robicheaux also slipped by King before race's end for second.

Pro Expert Ted Davidson showed today, but little brother Mitch waxed the troops in the 125 class aboard the Blendzall Special. Seaside's Jeff Haney — current plate points leader — ran away from the 500 boys. Ted Davidson, who fell in the 125, worked up to second in the 500, but he couldn't catch the flying Haney. KR's tutoring must have taken root, as Haney rode one of his most stylish events and then followed to ace the "King of the Pond" as well.

Randy Loewen survived a hard charge from fellow 125 Junior John Mason who leaned on and otherwise harassed Loewen, but Randy shut off Mason's outside line for some breathing room. Mason recovered for second and returned for an Open 500 win.

Novices Dale Hansen and John Hugell waxed large 125 and 250 classes. Dale is a former Mini Expert.

Results in Results Section.

Pacific Northwest road racing schedules set

Three regional road race clubs in the Pacific Northwest have finalized their 1977 race schedules to dovetail on a generally no-conflict basis with two exceptions. The Oregon Motorcycle Road Racing Assoc. (OMRRA) runs its events at Portland's West Delta Park; the Washington Motorcycle Road Racing Assoc. (WMRRA) operates mostly out of Seattle International Raceway near Kent, Wa.; and the Westwood Motorcycle Racing Club holds its events at the Westwood circuit near Vancouver, B.C.

The race dates are as follows, regular race meets unless otherwise noted.

WMRRA schedule, S.I.R., Kent, WA: May 7 (Rider School), May 8, June 5, June 25-26 (WMRRA Two Day Jubilee and Five Hour Marathon), July 31, September 11, September 25.

OMRRA, West Delta Park, Portland, OR: May 22, June 19, July 3, August 7, September 11.

WMRC, Westwood, Vancouver, B.C., Canada: April 17, May 29, June 12, July 17, August 7, August 21, October 2, October 16.

Addresses to write for rules and membership info:

Washington Motorcycle Road Racing Assoc.
2210 S. 300th
Federal Way, WA 98002

Oregon Motorcycle Road Racing Assoc.
P.O. Box 13454
Portland, OR 97213

Westwood Motorcycle Racing Club
P.O. Box 91
South Burnaby, B.C
Canada

Richter cleans up in Argyll Mud-MX

By Sallee Hilton

DIXON, CA., FEB. 20

While many of the Expert riders were slipping and sliding in the unexpected muck, Pat Richter wasn't even slowed down in his assault on the 125 and 250 classes. The surprise of rain was more than some of the drought-spoiled riders could handle.

Richter, riding for Moto X Fox, won all four of his motos by a healthy margin, although in both 125 rides Laine West (Suz) took the hole shot and led Richter for the first few laps. In the first moto West, Richter, Mark Pearl (Suz) and Robert Norton (Hon) formed a lead pack. With the exception of FMF rider Donnie Cantaloupi, who left the secondary pack, but didn't quite catch the front group, the race stayed divided. The four out front mixed it up and the order changed several times while the riders took turns sliding out. Once Richter got clear, he left the other three well behind. At the finish Richter coasted across, then Pearl, Norton and West came through, still close together.

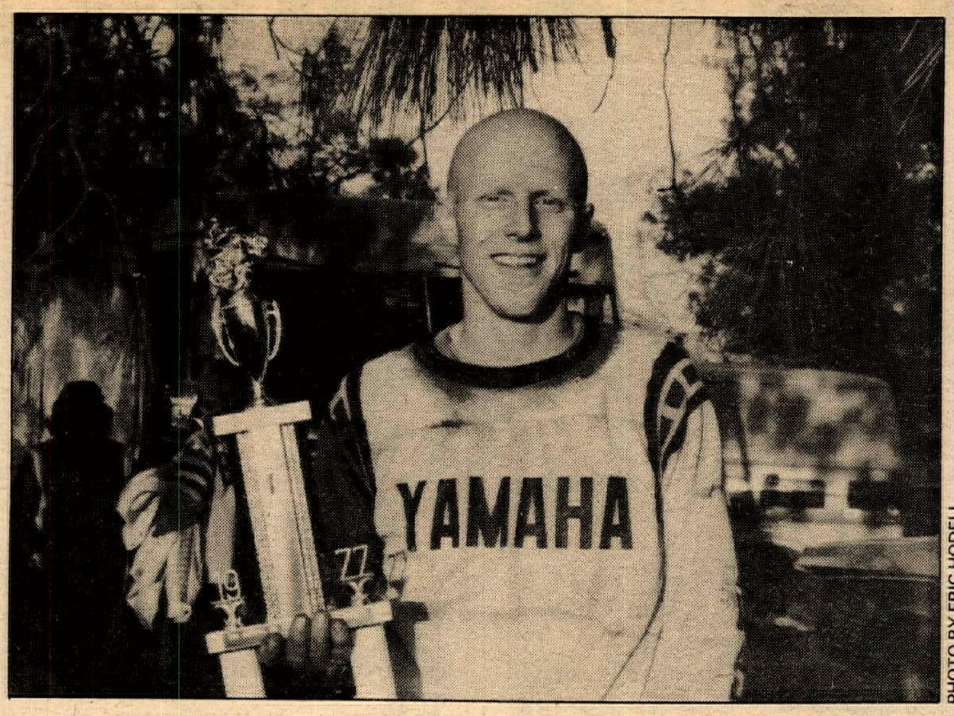

PHOTO BY ERIC HODELL

At the No Hair Scrambles, the best man, in the most literal sense, won.

When West gave up the lead to Richter in the second moto, he was gone. Third runner Cantaloupi closed the gap, and just before the finish booted West to third.

Richter got off the line first in the initial 250 moto, with Mark Hilton (Suz) behind. At the end of the first lap Hilton slid out in the mud. Mike Hersman (Bul) took over second for the next lap and a half and then flopped in the slop. Lon Wardell (Suz) was next up. By the time Wardell had his one lap in second, Hilton, who had been on the gas since he crashed, was back up to reclaim the position. Richter was too far gone. The finish went down; Richter, Hilton, Wardell and closing fast but still fourth Dave Wood, all on Suzukis.

In the second moto Richter had a good lead built in one lap's time. Wood, Hilton and Wardell were running close together. Again Hilton crashed. Wardell held third for one lap then followed Hilton's example, leaving Kim Campos (Hus) in third, but way behindWood who was way behind Richter. By the end of the race Hilton had again picked up lost positions, but couldn't quite make the distance in time to get a second for the moto. He did get second overall.

This was the fourth race of Boss MX' six race Husky series. Three Huskys will be given away at the end of the series to the high point riders in each class, 125 Novice/Intermediate, 250 Novice/Intermediate and Open Novice/Intermediate. Presently leading in points are Brad Harrison, Alan Bono and Mike Bright. ●

Results in Results Section.

"No Hair" Rice wins "No Hair" Scrambles

By Eric Hodel

PLYMOUTH, CA., FEB. 6

A Junior by the name of Phil Rice took the overall honors in the Open class today at BMTW's second annual "No Hair" European Scrambles. When Phil takes his helmet off it is immediately obvious that he was the best man for the task since he has "No Hair" himself.

Dan Willis put it to everybody in the 125 class to take the Expert trophy. The back section had some tight uphills for the 125's, but the general consensus was that they had the best track conditions of the day, with very little dust and no bumps.

By the time the Vets and Old Timers took off, the track was drying out, but that didn't prevent Cloyse Holland from taking OT Expert and John Fraser first Vet Expert. Gabby followed Holland for second Old Timer in what was just a warmup of things to come.

The 250 class was the largest of the day and had to contend with an increasingly dusty track, even though BMTW did some course rerouting trying to keep the dust down. Brian Veerkamp did the job in the 250 Expert class as did Ed Marchini in the Juniors.

The race of the day turned out to be the Open event where Old Timer Gabby set a fast pace from the outset. It was all for naught, however, as he ran out of gas on the last lap to allow Phil Rice to capture his second win in as many years at the "No Hair".

Results in Results Section.

Cubs vs. Grizzlies at Salinas Scrambles

By Burt Dinner

SALINAS, CA., FEB. 13

Coming out of a three month winter hibernation, it was the cubs over the grizzlies in the 1977 season scramble opener. Before it ended, the 200 riders thought they were in the 24 hours of Daytona, as the mains finished in almost total darkness.

Three young cubs came away double winners: Novice Jim Filice (250 and Open), Junior John Mason (125 and Open) and Jeff Haney (250 and 500). Mike Busby (Yam) one of three "riding Busbys," took the 125 Novice ahead of Kirk Brewer (Yam) and the Busby Patriarch, Wayne.

The Grizzlies had their moments. In the 400 Expert, Matt Rohr (Yam), Matt Carothers (Yam) and Steve Long (Bul) ran one, two, three. Eric Weisler (Yam) wheeled his 40 incher to an Open Expert victory. ●

Results in Results Section.

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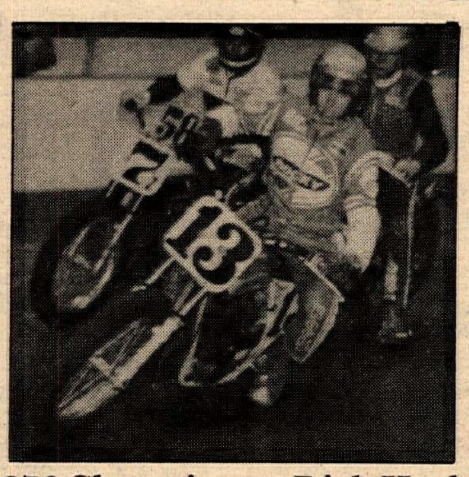

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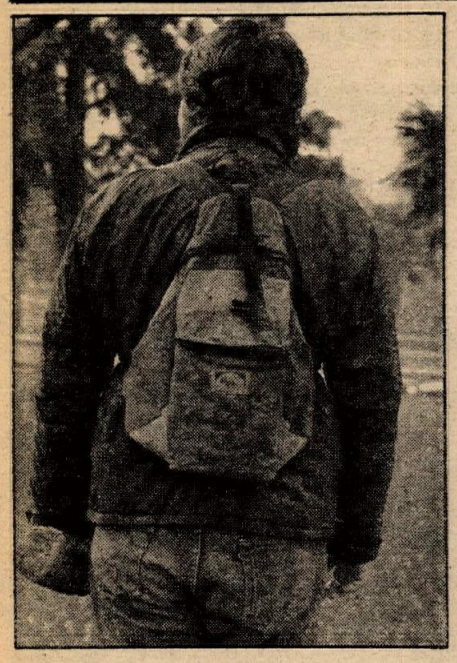

By Lane Campbell

Gold Bar daypack

If you're ever in Gold Bar, Washington (which is a beautiful place to be, even if there's *not* a major trials meet running), you'll find, on the north side of the main highway, a small outfitting store in what looks like a nondescript redwood shack. It's one of many small, low-slung buildings that dot the roadside there. It's also the retail outlet for all sorts of really fine outdoor gear, made right in this tiny community, which is as close to the great wide backwoods as you can get. All around are the snow-covered, jagged teeth of the Cascades. In the background is a giant green loaf of a mountain with the tiny white slash of a waterfall gleaming at its middle. What more ideal setting to perfect one's back country gear?

The two-tone yellow and brown nylon daypack happened to be on sale for $5.95 when we picked it up, with the thought of doing some heavy bikepacking during the coming season. Still new to the bikepacking/backpacking scene, we don't have much to compare it with, but in many weeks of both fast (desert) and slow (trials) riding, it has worked out beautifully for us in its intended purpose.

It is just compact enough that there's still room under it on your back for a Vivitar camera case. Thus loaded, you've got capacity for camera and lenses plus all the niceties to support a day in the toolies — trail food, toilet paper, spark plugs, tools, chain oil, extra bandana and goggles, matches, aspirin, bandages, tow rope, master links and even dry socks — with room left over. Being a soft pack, it just hangs in a formless lump from its two wide shoulder straps, loosely secured around your middle with a third strap. As such, it's totally out of the way for riding, doesn't snag anything, doesn't overbalance you, doesn't flop about, and only begins to weigh on your shoulders after several hours in the saddle (by which time other parts of you are equally sore).

All straps can be slackened or tightened with an easy one-handed pull. It's waterproof and soil-resistant. It has two compartments with zipper-closure and a security strap is added to the larger one.

Since it's locally-made by a small outfit, the Gold Bar daypack and its companion products may not be available everywhere; nor do we mean to pretend there aren't other daypacks just as good. But if you *are* near Gold Bar, stop in, say howdy, and look over their wares. They're neat people, they like trailriders, and they make good stuff at a good price.

Power road racing and riding boots

By John Huetter

The same company that makes the "Coach Wooden" basketball shoes has also entered the motorcycle boot business with three models: motocross, enduro and road racing — the latter of which also work extremely well for touring and street riding as it turns out.

The asphalt-oriented boot is of very tough, thick leather with a double thickness red, white and flue flashing down the shin area topped by the "Power" logo. The ankle area is padded; there is a hard toe and a rigid, ribbed shifter patch on the instep of both the left and right boots. They zip up the back and the zipper is then covered by two leather snap flaps. The top closure is one-time adjustable to your leg-leather size; then all you have to do is snap it without fumbling with the buckle. The top of the boot is elasticized to fit snugly around either jeans or full coverage road rasher leathers.

The boot is of heavier construction and better quality than either of the other two road racing/riding boots common in this country (Sidi and Top Gear are the ones we know about.) and (Here comes the nice part.) are incredibly comfortable. They conform to the foot very nicely and seem to offer more protection than others without noticeable compromise in feel. They are also rain-proof and it was very nice to have dry feet after an afternoon's riding in a rainstorm our first time out.

Except for a possible overabundance of "Power" logos all over the boot, two of them in night reflective orange, the boot also looks good and can be worn off the bike when touring without looking weird or feeling uncomfortable while walking around. The racing/street boot comes in four colors: red, blue, yellow and traditional black so you can mix and match with your ultraflash leathers or other costumes.

J.D. Webb CR-125 tuning specs

According to the advertisement, "For only $9.95" J.D. Webb will send you an "instruction kit on how to use the most of your stock Honda" CR125. The ad goes on to promise "all the specifications and instructions on how to give your CR125 more power . . . no grinding of ports . . . no welding . . . no new pipes . . . no new heads, barrels, electrical systems."

The kicker is "Factory power can win."

When you send in your money, you get back a small pamphlet printed on a single 8½"x14" yellow piece of paper, folded in the middle to resemble a small, four page booklet.

The original advertisement is the front page of the "book." Inside, you find specifications for jetting, timing, plug type, transmission oil, pre-mix, gearing, chain size and lubrication. Instructions are included for having either the bottom of the cylinder or the bottom of the head milled to increase compression (depending on what year Elsinore is being dealt with).

Suggestions continue with ring clearance, piston condition, and re-bore clearance if a bore job is needed. One line says "Check piston for cracks."

And so on. "Refer to owner's manual to reassemble."

The information is very basic. It may not work for everyone everywhere for example, the jetting is for Indian Dunes in Valencia, Calif. "Jetting may vary according to elevation."

The hard question is, "Is it worth $9.95?" What is information worth? This package certainly doesn't come in fancy hardcover with pretty pictures to make it seem worth its price. All it has going for it is information, basic information. Does it work? Well, J.D. Webb sponsors two riders at local motocrosses, and they won their team race class at the CRC Renegade GP at Indian Dunes on Feb. 20. They've also done well in the 125 Pro class at Indian Dunes, placing in the top three.

If you are a very competent mechanic, you probably don't need this booklet, and shouldn't order it. But having seen many people "trick to tears" their bikes to the point that the things are unrideable in terms of powerband delivery, maybe this book is a good idea for less experienced, ambitious Honda riders. Following the specifications in the book will not substantially increase the horsepower of a stocker — only the slight compression raise will contribute to horsepower over a properly set-up stocker. What his booklet purports to do is tell how to set up a stock CR125 to its fullest non-expensive potential.

Bob Hannah, riding a stock Yamaha YZ250 in the Winter-AMA Series last week, told us that privateers should learn to ride their bikes as is instead of thinking they need super-exotic one-offs to win. While the bike Hannah has used to win the Winter-AMA Series isn't exactly a CR125, the point should be well taken.

If this booklet saves one inexperienced rider from building a trick machine that he doesn't need and can't ride, and instead urges that rider to sort out his stocker and learn to ride it, then it's worth $9.95.

PHOTOS BY JOSEPH HIRSCHORN

Barum "Berm Master"

By Phil Stumbo

Barum's 3.25x21 "Berm Master" tire features a narrow contact area or footprints in straight-line running and knobs that wrap around nearly all the way to the rim. The harder, the dryer and the more slippery the ground, the better it works.

We put the tire on the front end of a 250 CZ. While CZs are known as quick-turning bikes, our test bed had slightly more rake and trail with its stretched (8.5" travel) front end. The first time the tire was tried, we were out at a (secret) bumpy motocross course that featured damp adobe with a coating of loose sand. Even in off-camber situations, the tire would hold firmly. With confidence gained, we headed for the desert.

The first try at the desert produced more raves. The front end kept its lines through formica-and-loose-marbles-covered-fireroad turns. Rocks, often a prime enemy of narrow tires, were not especially noticed.

The next desert event showed the tire's prime liability. The narrow contact area that gives a light feeling to the steering at speed, causes the tire to knife sharply in deep sand. Very deep sand; the kind that comes up to your ankles when you walk on it. In moderately soft sand, the tire still works well.

We think the Berm Master will become a standard on the dry, slick tracks of Southern California and popular on most other tracks, save the ones laid out through really deep, soft sand.

PHOTOS BY KATHY WILLIAMS

Tony McGugan (TT500 Yam) and Rob McQuary (TT500 Yam) lead Tray Jorski (Pen) in the first Open Expert moto at Ponca City Jan. 13. Jorski won. (Inset) Robert Lambert (Suz-400) and Tim Cunningham crash and burn in the second 125 Expert moto at Ponca City.

Jorski laps field, wins Open Expert at Ponca City

By Kathy Williams

PONCA CITY, OK., FEB. 13

Racing competiton was keen at the Ponca City MX Park with riders from eight states participating in the qualifier for the Grand National Championship.

Mark Russell (Suz) went out to an immediate lead in the first 125 Expert moto with Randy Kirschbaum (Yam) and Gary Bowman (Hon) close behind. Russell and Kirschbaum rode close together, fighting it out for first place. Bowman wasn't able to keep up with them, slowly dropping back but still well ahead of the rest of the field. Russell took the checkered flag first, Kirschbaum second and Bowman a distant third.

The second 125 Expert race was an instant replay of the first moto. Russell got the holeshot with Kirschbaum right behind. Bowman dropped back into the middle of the pack losing any chance of third place. Mark Russell's brother Randy (Suz) came in third.

Tray Jorski (Pen) won the first and second 250 Expert motos, getting the holeshot on the crowd both times and keeping the lead with ease. Joe Burke (Suz) and Randy Kirschbaum (Kaw) were battling for second and third far behind Jorski. Burke was able to stay ahead of Kirschbaum to take the checkered for second; Kirschbaum taking third.

Jorski won (Pen) the first Open Expert moto with Chuck Cooper (Pen) right behind, Randal Burckett (Mai) in third. Cooper had a serious crash in the second 250 Expert moto, which kept him out of competition in the second Open Expert moto.

Over one-fourth of the field of riders wrecked in the first corner of the start of the second Open Expert moto. Jorski had gotten the holeshot and gained a commanding lead as the rest of the field was slowed by the tieup caused by the first corner wreck. Tommy Abbott (Pen) and John Burgher (Mai) battled for second. Jorski took the checkered flag for first after lapping the field. Abbott maintained his lead on Burgher (Mai) to take second. ●

Results in Results Section.

Logston debuts new model Yamaha with win at Las Cruces

By W. Wright

LAS CRUCES, NM, FEB. 13

The Las Cruces Motocross Club hosted their fourth points race of the '77 New Mexico Motocross Series. Scott Logston, the points leader in the 125 Expert class, almost didn't get to race when his YZ125 Yamaha blew up in practice. His sponsor had called him that morning just before he left for the track to tell him the 1977 YZ125D had just arrived, but Logston had elected to wait until the next week to race it. So since Logston now needed the machine, his Mom left to go get the new bike — 70 miles away. The shop had a mechanic set the bike up and ready to race for Mrs. Logston when she arrived. She got the bike back to the track just as the 125 Experts were lining up for the first moto.

Without any practice Logston pumped the little Yamaha from fourth to first in half a lap then crashed twice he was not familiar with the new bike.

The second moto was all Logston's. He came from sixth to first and won over a minute ahead of second place rider Sid Denham (Suz). Randy Irwin, (Hon) crashed on the first lap and came from last to third by the end of the race.

In the first moto of the 250 Expert, Gary Wilson, who has been unbeatable on his new Penton, took the lead and immediately started stretching it out. Scott Logston and Randy Stahmann (Mai) were caught napping on the line and had to work their way up from mid-pack to second and third respectfully. Stahmann finally passed Logston and they both almost caught Wilson, who was having bike troubles.

The second 250 moto had Logston in the lead with Stahmann second. Those two had a dice that would raise your hair until Logston injured his ankle and crashed, and finally cruised in for second just ahead of Mark Woleslagle (Yam) and Scott Edeal (Hus), third and fourth. ●

Results in Results Section.

Kelly takes Expert win at Rio Bravo

By L. J. Duplichan

RIO BRAVO, TX, FEB. 20

Shaun Kelly spotted Ralph Babin a brief lead in each of the two 25-minute motos in the combined Expert class at Rio Bravo MX Park. Babin, astride a 250 Elsinore, couldn't hold the lead as Kelly taunted him constantly and finally got around to win.

The local Experts were unaccustomed to the longer motos and the total of 25 laps caused some wear and tear on riders more accustomed to running only 15 laps. Kelly and Babin showed no ill effects, however, as they stayed well ahead of the pack and never faltered. Mike Gill threaded his way through the traffic and tired riders for a third place finish while Blake Haynes' stamina was good for fourth overall on his big Open class Yamaha.

In the Amateur action, it looked like Reid King might do it all. He began the day by riding two perfect motos in the 125 Amateur Division for a first overall.

King then turned his talents to a 250 machine and promptly rode two perfect motos in the 250 Amateur class to win that division.

King's next challenge was the Open Amateur class, but the boys on the Big Bore machines were unimpressed, holding King to an eighth place finish in the first moto and a third place ride in the second heat. Danny Pennington jumped out to a big lead in the first moto with Scott Duplichan in hot pursuit as they came across the finish line first and second.

In the next moto, it was Kurt Stiles in first place with Pennington a close second. When the points were tallied, Pennington claimed the first place hardware with Kurt Stiles making a trip to the trophy window for second place recognition. Scott Duplichan on a new CZ 400 rounded out the top three. ●

Results in Results Section.

Rice beats Englund at LaFayette

By Linda Donelson

LaFAYETTE, CO, FEB. 13

The first 125 Expert moto at La FAyette, Colo. saw Jay Rice on the Town & Country Suzuki pull the holeshot with Arlo Englund pushing him in second. Rice's riding partner, Mike Loeffler, was third. On the first lap, Rice was going full throttle, knowing Englund was back there, and Rice laid it over in a tight left-hand turn. Englund took over the lead, with Loeffler in second and Rice off the pace. Two laps to go and everything was status quo, except that Rice was moving through the pack. As the checkered came out it was Englund, Rice, and Loeffler.

The second round again saw Rice blow the pack away off the starting line, again with Englund in hot pursuit. Englund passed and built a good lead on the rest of the pack. The halfway flags came out, and suddenly Englund pulled off the track with petcock trouble. Englund fixed the problem, only to find that half the riders had passed him. With impressive riding and experience he passed riders, by the checkered managed to put himself in third. With a first and third, Englund was second overall. Rice won first overall for the day.

Englund won with a clean sweep in the 250 Expert class, and Gary Glasenapp took home the silver in Open Expert. ●

Results in Results Section.

Oklahomans beat Texans at Rocky Top Two Hour

By Frank Harrison

IOWA PARK, TX, FEB. 13

What do you do when you build a playground in your backyard and the kids next door come over and tear it up? You just grin and hand 'em their trophies as Rocky Top Two Hour promoter Harry Crook did. Lawton Okies came down across the Red River to the second Rocky Top Two Hour Cross Country of the season and ran off with every class. Crook's "rattlesnake acres estate" covers the full spectrum for all types of riding in its five-mile zig-zag course, abundant with mesquite and cactus thorns, rocky gulches, and, on this oaccasion, several real red clay mud holes.

After a practice lap, the entry list was cut down considerably — only 56 riders got the starting gun, with another 20 deciding to spectate. Even the winners' helmets were witness to time spent head down in the mud.

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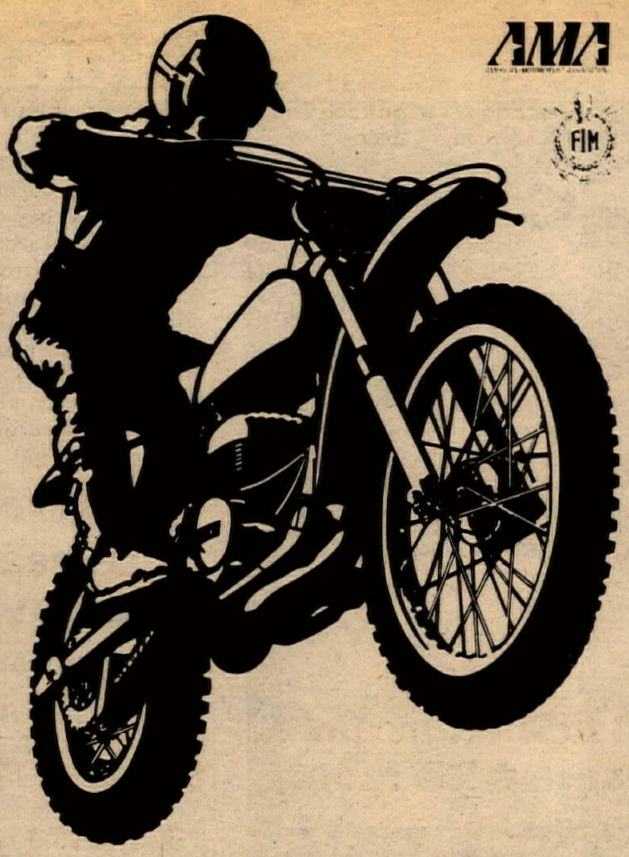

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CENTRAL PELINE

Ernie Walker smiled his way to victory overall in the Wheelsport Hare Scrambles.

Seven laps and two hours later it was Dennis Easter from Husqvarna of Lawton with the overall win on his 250. Mike Lewis (Pen) won the 200cc. Alvin Kephart (Yam) of Lawton won the Open.

The Lawtonians won the race with a fine pit crew that had each of their riders under way, washed, watered, and fed in seconds.

The only Texas winner was in the three-lap Minibike race. Jerry Jones (Yam) of Wichita Falls was first, followed by Mark Goins (Yam), Burkburnett, Texas and Robert Schuman (Hon) of Wichita Falls. ●

Results in Results Section.

Walker wins Wheelsport Hare Scrambles

By Jeanie Flippin

LAWRENCE, KS, FEB. 6

Ernie Walker's consistent riding took him to the overall win at the Wheelsport Motorcycle Club's Hare Scrambles.

The 2.8-mile, snow-covered course snaked its way through the tree lined hills. Passing was treacherous even in the open fields, where getting out of the ruts in the snow wasz like riding over curbs.

More than 60 riders showed up for the parade lap. After crashing in the snow and pushing up the slippery hills, several riders quit.

Then the race started at the sound of a shotgun fired by Charlie Young. At the end of the first lap, it was Art Astle, Ernie Walker, Tommy Thompson and Jim Flippin. Astle had as much as a 55-second lead over Walker the first hour. Thompson and Flipping traded off third and fourth.

By the start of the second hour, at least half the riders were standing around the fire in their riding gear, watching. Walker took sole possession of the lead during the second hour.

The race between Thompson and Flippin was decided when Flip's smaller bike got hung up on a couple of hills and cost him a lap. Meanwhile Dan Holman caught and passed both of them, taking first in the Open class. In his fourth Hare Scrambles Thompson took first in the 250 class. Four trophies in four races is not bad for someone used to riding "one of those stand up bikes." ●

Results in Results Section.

Daniels dominates Austin MX

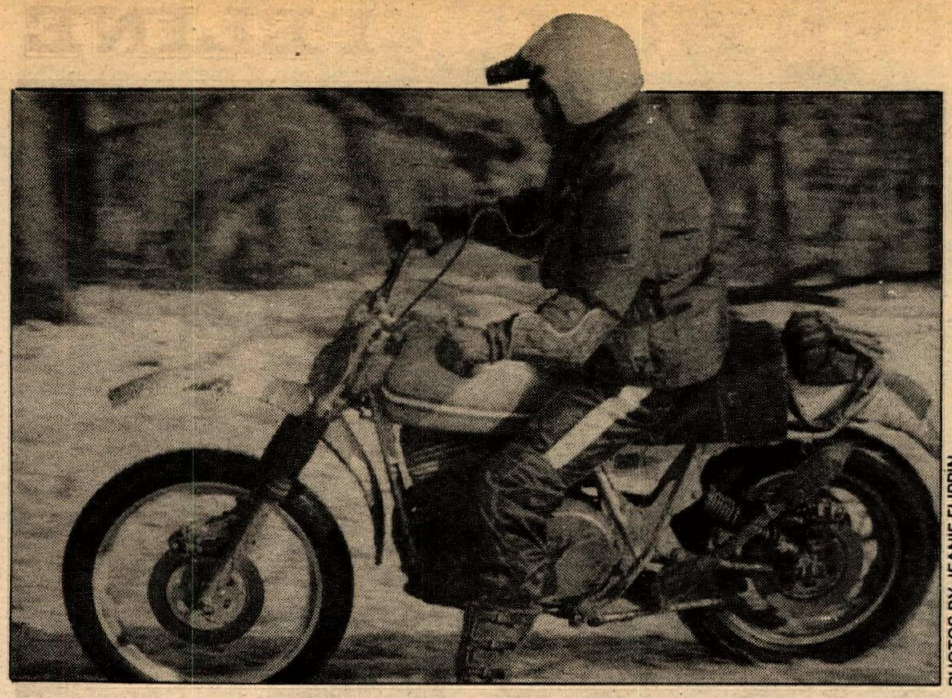
By Greg Labbe

AUSTIN, TX, FEB. 6

David Daniels (Hon) from New Braunfels put on the day's most impressive ride at Austin MX Park, winning both 125 Expert motos ahead of Dicky Turnbo (Yam). Turnbo came from behind in both motos but could not get by the fleet Daniels in either one. Neill Cooper (Suz) from Pt. Lavaca raised some eyebrows by finishing a strong third in each moto for third overall. Donnie Moore from Round Rock was fourth on a Yamaha.

Ricky Blackwell seems to be enjoying his new Penton as he turned in a 1-2 performance in the 250-Open Expert class for first overall. Mark Wheeless cleaned house on his Penton in the second moto, but a first moto third place finish left him in second overall. Chuck Houston rode his Husky smoothly to third and Doug Archer (Suz) was fourth.

After about a six month layoff, Darrell Croft returned with a new 250 Penton and promptly put it on a talented field of 250 Intermediates. Chris Sharp (Pen), was putting the final touches on his drive back to the Expert class as he won the first moto and finished second overall. Butch Maiden (Suz) from Corpus Christi was third and Mark Thornton (Suz) , a



PHOTOS BY JEANIE FLIPPIN

Dan Holman rode his automatic Rokon to first Open in the Wheelsport Hare Scrambles.

recent transfer from the Novic e divisions, was fourth. Wayne Eskew was fifth on his ancient 250 Elsinore.

The 250 Novice class was won by Houstonite Carl Price (Yam). Tom Guidry (Suz) from San Antonio was second and Frank Patterson (Kaw) was third.

Ronnie Taylor led both motos of the 125 Intermediate class from start to finish but it wasn't as easy as it might sound. He got tremendous pressure throughout both races from four or five different riders. Mike Tangeman finished second overall, Mike Maloney from Round Rock was third, and Jack Beckham fourth.

Mark Olguin was a big double winner today, winning the 100 class and the 125 Novice Division A. In the 100 class Mark's only threat in the first moto was Rob Murdock, henceforth known as Black 'Bart. It was Steve Turner in the second moto, but no one really got close.

Harry Layer won the minis on a stock Yamaha which he had to borrow after blowing up his trick YZ80 during practice. ●

Results in Results Section.

Fine weather, split program, killer hill at Cyclerama

By Greg Labbe

SAN ANTONIO, TX, FEB. 13

With temperatures in the seventies, San Antonio's Cyclerama ran a full Amateur and Expert program under their new split-shift agenda. It consisted of two hours of open practice in the morning, then the Mini, 100, and 125 Novice motos; another half hour of practice before the 125 Intermediate, 250 Novice and all the Experts raced; and yet another half hour practice followed by the Open Amateur and Over 30 motos. The idea of three brackets of racing is that any rider who doesn't want to hang around all day can come out to the track, practice, race in his bracket, and go home, all in a matter of about three or four hours.

Run with precision by Jim Nidiffer, the program was right on schedule throughout the day and was an unqualfied success. Unfortunately, heavy rains during the week had left the track muddy in a few places. Although the sunshine was drying it quickly, passing was difficult, requiring more than the usual amount of guile in order to out-fox an opponent and get by. The downhill which saw three or four crashes, sent two Amateurs to the hospital with broken bodies. Opinion on the safety of the hill seems to be divided. Most experienced riders think it's a gas. It is quite a thrill to launch yourself off of a 75-foot hill that a man can't walk up, but you have to have the confidence and the motorcycle to do that. The hill, as is, is far too dangerous for novice riders and only serves to discourage novice and beginning riders from racing.

The Minis got the day off to a fast start. Harry Layer took his ultra-smooth Yamaha of San Antonio YZ80 to both moto victories and the overall. Mike Dickey had to fight his way all the way through the pack and into second place in both motos for second overall followed by Bryan Taylor in third.

In the 100 class Kyle Landrum was caught up in a first turn crash but worked his way to fourth by the end of the first moto. He came back to win moto two and the overall after first moto victor Scott Stephens from Houston crashed on the downhill. Rodney Womack from McAllen was second overall.

They kept it interesting in the 125 Novice class with constant place swapping and crashing, but Mike Meeks ended up winning both motos for the overall. Ruben Ramos from McAllen went 2-3 for second overall and Bruce Phillips from Pt. Lavaca turned a 4-2 into third.

All eyes were on #66, Dicky Turnbo from Whitney, Texas as the 125 Pros lined up. But when the gate dropped it was all over for Turnbo as he had his doors blown off in both motos by Shaun Kelley from Houston. Turnbo tried to press Shaun early but could not match his pace on the brutally rough Cyclerama course through a full 25 minute moto. Kelly went 1-1 and Turnbo was 2-2. Robert Coreale put in great come from behind rides to score third overall and David Stutts looked good on a Can-Am in fourth position.

It was an amazing performance by San Antonio's Rob Reynolds in the 250-Open Expert class. Rob, who hadn't ridden in six month, and riding an old red-tanked Penton, moved from mediocre starts in each moto to the front of the pack and won each moto going away. Dicky Turnbo had the lead early in the first moto, but his Husky "erped," ending his ride. Second overall went to Barry Ritchey riding a Cycle City Maico and third was Rey Longoria on a Bultaco from Beeville. A surprisingly strong fourth place effort came from Chuck Schoenfeld on a Husky. He was riding Novice just three months ago.

Steve Foster dominated the Over 30 class on a 125 Honda, winning both motos. Lloyd Longmire went 2-2 on a 250 Penton and David Parker was 4-3 on a chain throwing 125 Yamaha for third overall. Both Longmire and Parker had earlier ridden in their respective Amateur classes as well. Scott Zettner showed true grit by riding a stock Yamaha TT500 to the second moto victory and second overall in the Open Intermediate class. Tom West was first with a 1-2 score.

Results in Results Section.

130 riders turn last Roamers ice race into slush race

By Suzanne Thumhart

RAINBOW FALLS PK., CO, FEB. 20

Harry's Roamers ran their final ice race of 1977 in 66-degree spring sunshine, and 130 riders quickly converted the ice to six inches of slush and water that splashed and sprayed over spectators lined up along the first straight.

Twelve minibike entries led off the day's contests with Jamie Gibson (Yam) finishing first to end her days as a mini-rider on a happy note. Jamie's birthday last week made her too old for the class, but her fellow riders voted to let her compete with no handicap anyway. Tony Edwards (Yam) was second with Mark Iler (Hon) third.

The Third-Wheel class clearly belonged to Dave Carriker for 1977. He took his fourth straight win in a hot-and-heavy *(cold and light? . . . Ed.)* race between seven entries who all wanted to be first. Glen Fisher slid by Jerry Capacious on the inside to take second and force Jerry — hindered by a loose exhaust pipe — to settle for third. All three rode Yamahas. Dave says his success comes from "everything just clicking on the bike this year; it just runs so strong."

The over-the-hill gang fielded its second Old Man Mini and drew ten entries who couldn't decide whether to be tough or silly so they did a little of both. Brian Iler (Hon) mixed it up playfully for the first two motos, but gritted his teeth and cranked it on, roaring inside of Lee Morris (Hon) to cinch first place. Morris had second and Phil Edwards (Yam) was third. They even tempted Sonny Anderson, Brian's father, to get back on the track after devoting all season to cheering from the sidelines.

Al Nesshoefer rode his 125cc Bulonda (Honda four-stroke engine, Bultaco frame) to his third first place of the season, coming in ahead of Fred Schutz (Hon) and Brian Iler (Hon). Who says only purebreeds ever win? Al stepped out to a cozy three-bike lead in the first lap and never backed off.

By the start of the main in the 175cc Bare Tires, the track was sloppy enough to make falls a messy business. Even without falling the riders had wet butts and stripes of water up their backs from the spray kicked up by the bikes' rear tires. First went to Dave Beck (Yam), second to Kevin Walker (Hon) and third to Joel Stutts (C-A). It

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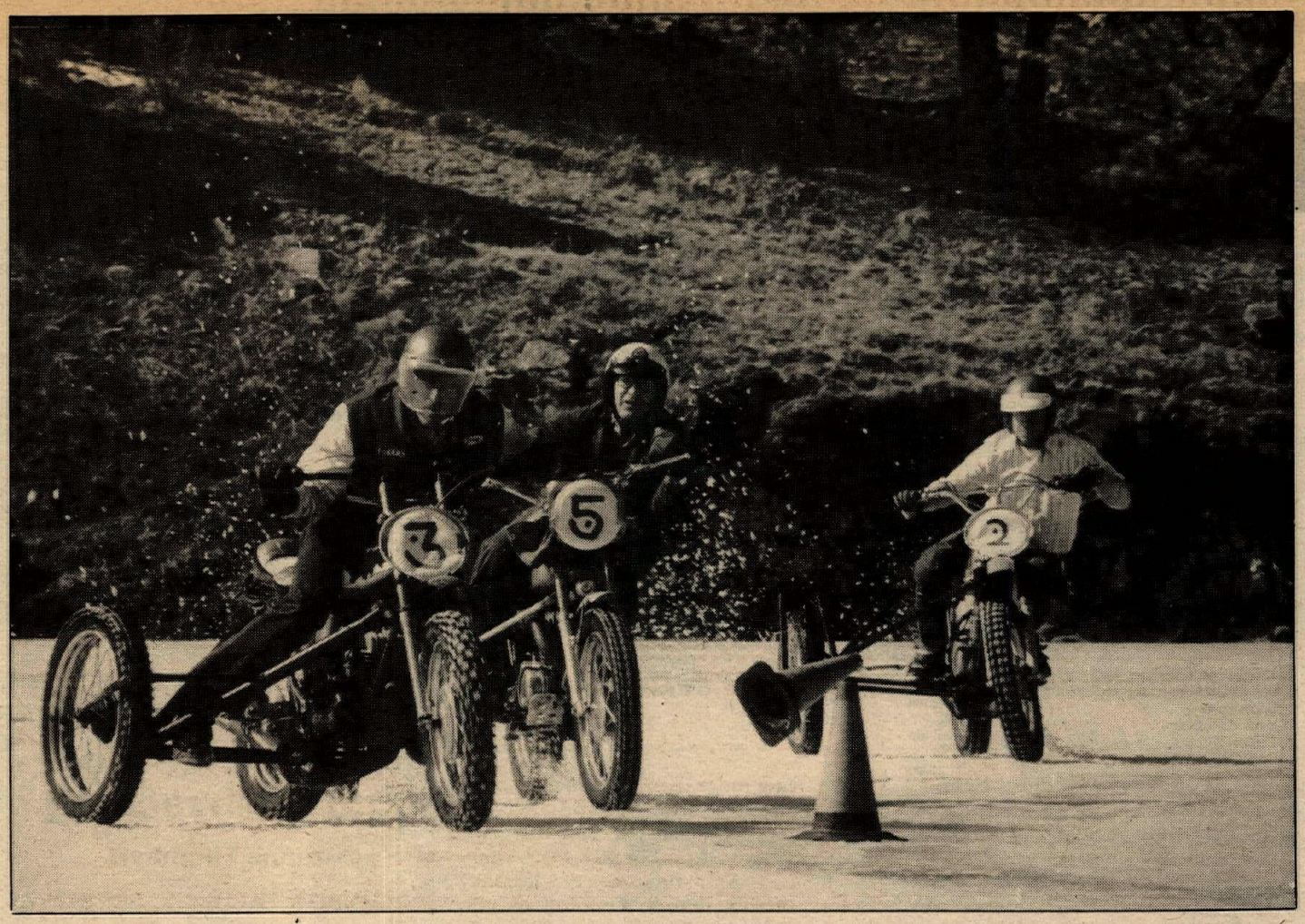


Jerry Capacious (3) and Glen Fisher (5) lead eventual winner Dave Carriker in the third-wheeler race.

PHOTOS BY FRED THUMHART

Merlyn Plumley (16) in his usual spot-- first place-- in the 250 Stud class at Rainbow Falls Park.

was Dave's second first in a class where the top three places are always up for grabs.

The Flints and their relatives returned on their Montesas to dominate the shorter oval track in the 250 Bare Tire class. First went to Bob Webster (Mon), second to Lee Morris (Bul), third to Mel Flint, fourth to Steve Flint, and fifth to Tom Flint all on Montesas.

All the studded tire classes ran last and it's just as well — by the end of the 125cc Stud class some of the boys were talking about getting out the water wings. The studded tires dug into the softening ice and made for fast, hard cornering. Brian Anderson rode his Yamaha to a first in a back-and-forth contest with Steve Gibson (Yam), who finished second, and Monroe Hilton (Yam), third.

Of the 175cc stud riders, Steve Scott has fared well this season on his Bultaco, finishing first twice and second twice. Steve took second today behind Rick Steele (Hon) and ahead of Lee Morris (Bul).

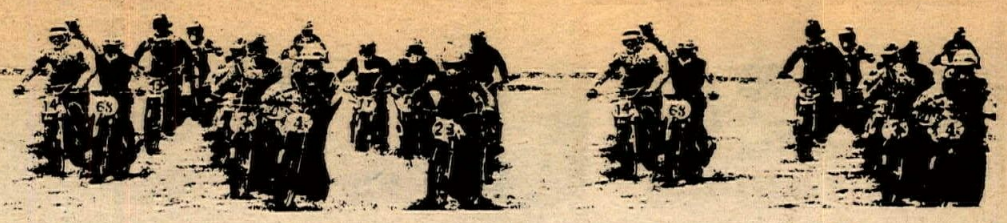
Merlyn Plumley rode off with first in the 250 Studs for the fourth time this season. His winning Yamaha has a '76 YZ 250 engine and Neil Keen Star Racer frame and fiber glass. Merlyn changed the motocross exhaust and ignition to short track equipment to broaden the power band and smooth out the ride. Steve Scott rode his Bultaco to second and Bill Brokaw took third on his Rickman 250.

The day closed with the Open Stud class, with trophies going to four riders — Mike Hall (Suz) first; Stuart Blache (BSA 500) second; Richard DeWitt (Yam 500) third; and Tom Deckard (Yam 500) fourth. ●

Results in Results Section.

Serious competitor goes for it in Old Man Mini class.

RESULTS



CMC $1000 MX
Carlsbad, Calif.
Feb. 27, 1977
By Patti Trotter

MINI EX	
Scott Burnworth	Yam
Curt McCuiston	Yam
Rick Atkins	FMF
MINI JR	
Todd Brady	Yam
Danny Jones	Yam
Jon Blake	Yam
100 JR	
Tommy Higgins	FMF
Chuck Meyer	Yam
Mark Johnson	Suz
125 PRO	
Warren Reid	Hon
Randy Hess	FMF
Danny Turner	FRA
125 INT	
Tony Gomez	Yam
Chris Chaffee	Suz
Jack Clawson	Yam
125 JR DIV I	
James Gochmanosky	Hon
Scott Porter	Suz
Yves Halliburton	FRA
125 JR DIV II	
Gary Chaidez	Suz
Matt Hope	Suz
Scott Brady	Yam
125 JR DIV III	
Brent Battin	Hon
Mike Casey	Hon
Mark Castellanos	Suz
250 PRO	
Mike Bell	DG
John Smith	FMF
Robert Elliott	Suz
250 INT	
Tutti Juarez	Mai
Jim Hanley	Mai
Tom Pearl	Bul
250 JR DIV I	
Robbie Storrs	KTM
Gerald Schooler	Suz
Monte Roy	Mai
250 JR DIV II	
Ken Melody	Mai
Vince Hunt	Kaw
Louie Russo	C-A
500 PRO	
Mike Bell	DG
Val Tamietti	Mai
Dale Anderson	Mai
500 INT	
Dale McKinney	Bul
Johnny Barr	Suz
Kevin Nevinger	Yam
500 JR	
Neil Muehlausen	Yam
Rob Bernhard	Suz
Milton Shadoan	Bul

AMC MX
Saddleback Prk.
Orange, Calif.
Feb. 28, 1977
By Dennis Cox

125 PRO	
Cliff Lett	FMF
Jim Gibson	Suz
Bill Joyce	CH
250 PRO	
Tim Tolar	Suz
Mike Yorba	Suz
Jonas Gaaf	Suz
OPEN PRO	
Richee Collins	KTM
Mike Yorba	Suz
Kevin Rodgers	Mon
MINI—BEG	
Taylor Marcell	Yam
MINI—JR	
Nick Athens	Yam
MINI—INT	
Ed Eckert	Suz
Karl Johnson	Yam
PRO—MINI	
Matt Whiting	Yam
A.J. Whiting	Yam
100 BEG	
Mark Harpwood	Yam
100 PRO	
A.J. Whiting	Yam
125 BEG	
Mike Blake	Hon
Pete Longobardi	Suz
Mike Kincheloc	Hon
125 JR	
Phil Carter	Hon
Duane Mapes	Hon
Dave Collins	KTM
125 INT	
Keith Doege	Hon
Dave Raymond	Hon
Art Grajeda	Yam
250 JR	
Matt Tedder	KTM
Greg Gannon	Suz
Scott McCarty	Hon
250 INT	
Scott Flagtoa	Mai
Dave Fox	Hus
Gay Will	Mai
OPEN	
Gary Peterson	Suz
Glen Glass	Mai
Jody	Hus
OPEN INT	
Jeff Hennede	Mai
Michael Boner	Bas
Art McClean	—

MX Ponca City Prk
Ponca City, OK
Feb. 13, 1977
By Kathy Williams

MINI JR	
Doug Gere	Yam
Mike Morrison	Yam
Nate Britt	Yam
MINI SR	
Shannon Niday	Yam
Dave Weak	Suz
Kenneth Castor	Suz
100cc	
Shannon Niday	Yam
Clay Hoenshell	Yam
Alvin Myers	Suz
125 NOV	
Luther Van Box	Hon
Chad Bixler	Hon
Brian Horton	Yam
125 AM	
Clay Hoenshell	Yam
Mike Croley	Yam
Jerry SMith	Suz
125 EX	
Mark Russell	Suz
Randy Kirschbaum	
Barry Holem	Yam
250 NOV	
Bryan Little	Suz
Jess Davis	Yam
Don Bolton	—
250 AM	
Pat Kelley	Yam
Ty Bowers	Suz
Harley Darnell	Pen
250 EX	
Tray Jorski	Pen
Joe Burke	Suz
Randy Kirschbaum	Kaw
OPEN (NOV/AM)	
Robert Fillmore	Mai
Robert Bennight	—
Mike Slover	Suz
OPEN EX	
Tray Jorski	Pen
Tommy Abbott	Pen
Randal Burcket	Mai

Desert Wheels MX
Edwards A.F.B.
Edwards, Calif.
Feb. 20, 1977
By Greg Robertson

MINI BEG	
Kirk Williams	Hon
Kelly Whitlidd	Yam
Jeff Cumming	Yam
MINI JR	
Jim Paffe	Yam
Allen Hopper	Suz
Jeff Staford	Yam
MINI INT	
John Hemme	Yam
Rick Hemme	Yam
Don Best	Yam
MINI EX	
Eric Kehoe	Yam
ronnie Graves	Yam
Tim Smith	Yam
100 BEG	
Mike Christian	Hon
Bill Henry	Suz
Clark Brothers	Yam
100 JR	
Mark Jewyk	Suz
Mark Urseth	Suz
Greg Robertson	Yam
100 INT	
Jeff Harris	Suz
125 BEG DIV I	
Ken Farnum	Hon
Steve Burgess	Kaw
125 BEG DIV II	
Rob Tolleson	Hon
Ron Strauss	Yam
Bruce Shanks	Yam
125 JR DIV I	
Ben Gough	Hon
Scott Walker	Hon
Mike Gray	Yam
125 JR DIV II	
Rick Guilmette	Suz
Morgan Gough	Yam
125 INT	
B. Unohassociscay	Hon
Sam Goldsmith	Suz
Guy Bradshaw	Suz
125 EX	
Mark Barns	Suz
Terry Ducker	Yam
Dennis Vetter	Hon
250 BEG DIV I	
Brian Vargas	Suz
Ken Blair	Mai
Danny Van Acker	Hon
250 BEG DIV II	
Jerry Ireland	Yam
Doug Truex	KTM
250 JR DIV II	
Mike Cappello	Suz
Alan Grace	Kaw
Bob Shelter	Suz
250 JR DIV I	
Steve Jordan	KTM
Roger Clapp	Kaw
Grant Moore	Mai
250 INT	
Steve William	Suz
Mike Watson	Bul
Bob Sherwood	Suz
250 EX	
Tim Welker	Suz
Jim Sendlebach	Suz
OPEN BEG	
Dave Scott	Yam
Kenny Peters	Suz
Mark Martin	KTM
OPEN JR	
Joe Stout	Yam
Bob Millner	Hus
Jeff Hares	Hus
OPEN INT	
Vince Eyre	Hus
Bret WIlkinson	Kaw
OPEN EX	
Eddie Gonzales	Suz
George Faber	Yam
Mark Mangold	Yam
TEAM RACE	
LIGHTWEIGHT	
Sam Goldsmith/ Mark Barns	Suz
HEAVYWEIGHT	
Eddie Gonzales/?	Suz

D-37 Scrambles
Oakdale, Calif.
Feb. 13, 1977
By Ann Carr

MINI	
100 EX	
Jeff Mason	Suz
Doug Chandler	Yam
Tracy Hays	Suz
100 N-J	
Randy Rose	Yam
Troy Ockey	Suz
80 EX	
Doug Chandler	Yam
Greg Brewer	Yam
Tracy Hays	Suz
80 Jr	
Jeff Jones	Yam
Jeff Nichols	Yam
Joe Knight	Yam
80 NOV	
Earl Carlson	Suz
John Roitinger	Yam
Kevin Fernandes	Yam
60 N-J	
Guy Hufford	Hon
Kelley Fescher	Yam
SPORTSMAN	
100 NOV	
Troy Winkler	Yam
Larry Winfield	Suz
Brad Summers	Yam
125 NOV	
Dale Hunsen	Yam
Dewey Presses	Yam
Chester Armstrong	Hon
125 JR	
Randy Loewen	Yam
John Mason	Yam
125 EX	
Mitch Davidson	Yam
Jeff Hamey	Yam
Greg Greener	Hon
200 NOV	
Don Grivette	Yam
Gabe Burrola	CA
250 NOV	
Kevin Hugill	Yam
Troy Graham	Yam
David Hufford	Yam
250 JR	
Jeff Buckner	Yam
Keith Day	Kaw
250 EX	
Dennis Spence	CA
Bobby Robicheaux	Yam
Benny King	Yam
OPEN NOV	
Kerry Taylor	Suz
Jimmy Smith	Suz
Philip Prukett	Car
OPEN JR	
John Mason	Yam
Jeff Buckner	Yam
OPEN EX	
Jeff Haney	Yam
Ted Davidso	Yam
Don Taylor	Yam
OLD TIMER	
John Rurnett	Suz
KING OF THE POND	
Jeff Haney	
Denny King	
Ron Day	

Las Vegas MX Club
Williams Rcwy., Nev.
Feb. 13, 1977

MINI NOV DIV I	
Gary Smith	Yam
Doak Wachtel	Suz
Mike Heers	Yam
MINI NOV DIV II	
Jerry Bolton	Suz
Bruce O'Neal	Yam
Mike Gibson	Yam
MINI AM	
Neal Mallory	Yam
Cotton Sutcliffe	Suz
Robbie Wendt	—
MINI EX	
Todd Hunter	MPS
Mark Morris	Acc
Steve Sandbakken	—
125 NOV	
Mike Zahm	Suz
Jerry Ramsay	Suz
Darryl Plumleigh	Mon
125 AM	
Brad Hilton	Suz
David McDonald	Hon
Dwane Woitysiak	Suz
100 AM	
Lance Lovaas	Yam
Charlie Walsh	Suz
Darren Blitsch	Suz
125 EX	
David Thomsen	Hon
Troy Fitch	Yam
Terry Thomas	Hon
100 EX	
Joey Dee	Suz
Ty Bothwell	Yam
Kevin Gashler	CH
250 AM	
Steve VanHoove	Mai
Butch Laswell	Hus
Sid England	Hon
250 EX	
Kenny Krumme	Acc
Mike Hines	FMF
Tony Brunetti	Yam
OVER 30 NOV	
Dave Brown	PK
Roy Wachtel	Suz
Bob Johnson	Hus
OVER 30 EX	
John VanHoove	Mai
Floyd Dunn	Mai
250/500 NOV	
Pat Thompson	Yam
Russ Maxfield	Hus
Greg Ruiz	Suz
500 EX	
Kenny Krumme	Acc
Tim Sparks	Suz
Rick Biddle	Mai

Boss CMC
Semi-Pro MX
Dixon, Calif.
Feb. 20, 1977
By Sallee Hilton

OLD TIMER NOV	
Vernon Howell	Tri
Hal Jensen	Suz
Bill Landers	Hus
OLD TIMERS EX	
Dick Mann	Yam
Jack Lewis	Bul
Gene Higginbotham	Mai
VETS NOV	
Pat Doyle	Mai
Richard Mathews	Suz
Art McDade	Suz
VETS EX	
Bob Collins	KTM
Bill Mooney	CZ
Al Baumann	KTM
WOMENS DIV	
Vivian Curtis	Yam
Joyce Ford	Hon
Linda Clare	Suz
80cc MINI NOV	
Mike Sterling	Yam
Curt Carlozzo	Yam
Shawn Vogel	Suz
60cc MINI NOV	
Stephan Domingo	Hon
Billy McAllister	Hon
Tallon Vohland	Hon
80cc MINI INT	
Jimmy Rich	Hon
Rick Kirby	Suz
Todd Anselmo	Yam
80cc MINI EX	
Kevin Cadieux	Yam
Tyson Vohland	Yam
Greg Bonovich	Yam
100 NOV	
Rick Cervantes	Suz
Greg Bonovich	Yam
Tom Large	Yam
100 INT	
DeWayne Sweet	Suz
Ron Brown	Yam
Richard Lester Jr	Yam
100 EX	
Will Akers	Yam
Steve Ahart	Yam
Jimmy Robertson	Suz
125 NOV DIV I	
Dennis Brown	Suz
Brad Harrison	Suz
Mike O'Hair	Hon
125 NOV DIV II	
Ed Cummins	Hon
Joey Schlag	Suz
Fred Merkel	Suz
125 NOV DIV III	
Larry Anderson	Hon
Jy Cook	Suz
Brian O'Dell	Hon
250 NOV DIV I	
Bryan Farris	Mai
Rick Van Drimmelen	Hus
Al Bono	KTM
250 NOV DIV II	
Leo Agbulos	—
Rick Kluve	Suz
Dave Schneider	Yam
OPEN NOV	
Dale Martin	Mai
Craig Bell	Suz
Clark Plummer	Mai
125 INT	
Phil Minahan	Suz
Mark Fortin	Yam
Randy Chapman	suz
250 INT	
Joe Grassi	—
Darrell Burt	Suz
Mark King	Suz
OPEN INT	
Mike Bright	Suz
Robert Stone	Suz
Terry Hicks	KTM
125 EX	
Pat Richter	Suz
Donnie Cantaloupi	Yam
Laine West	Suz
250 EX	
Pat Richter	Suz
Mark Hilton	Suz
Dave Wood	Suz
OPEN EX	
Gary Murphy	Mai
Bob Myers	Mai
Jim Moe	KTM

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Monte Lee
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Brad Hensen
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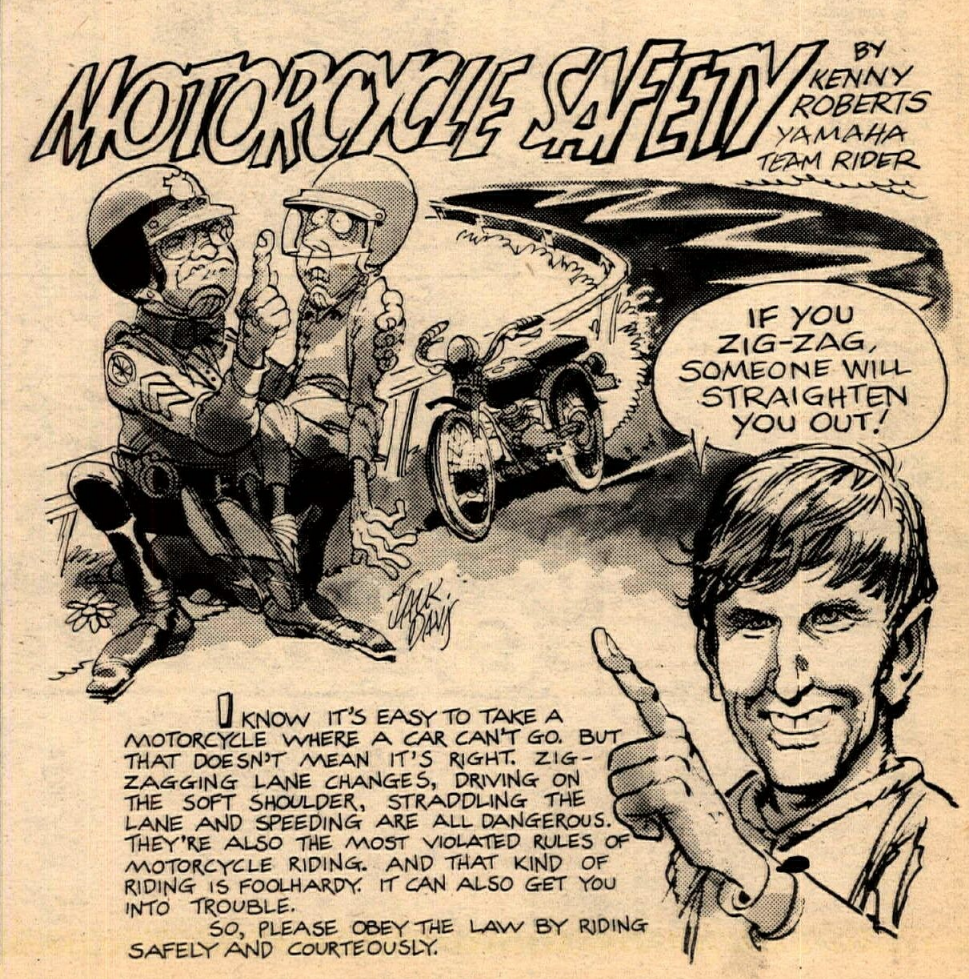
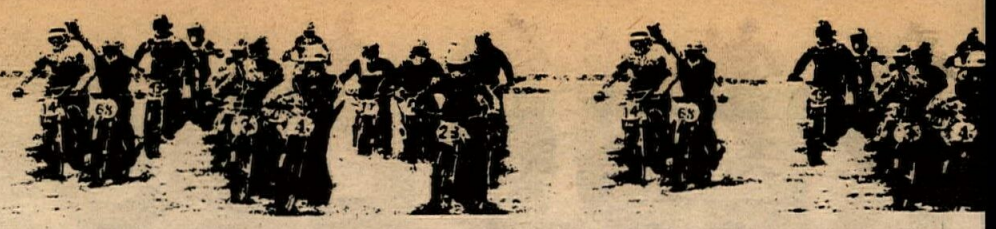


RESULTS

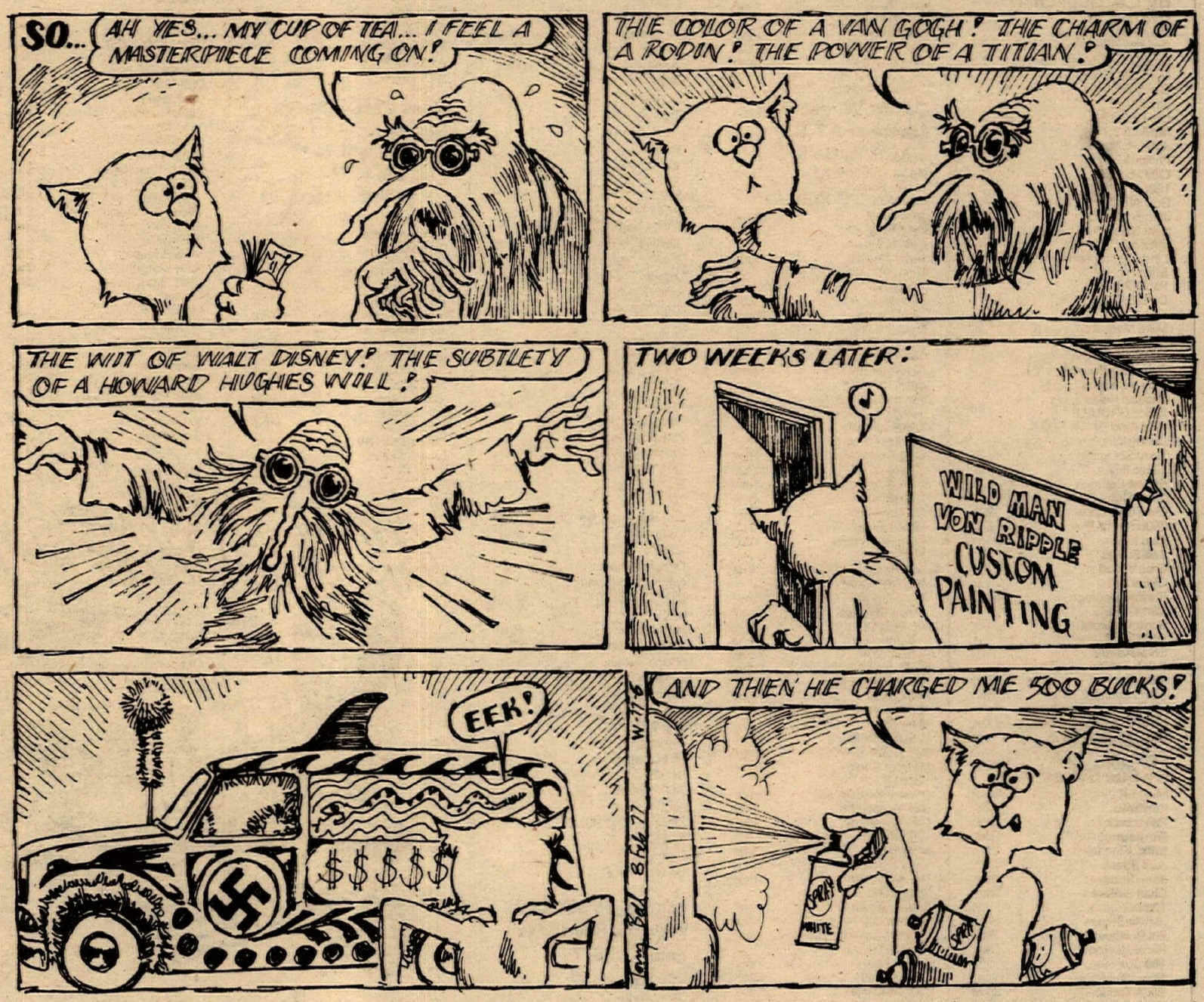


D-36 Motocross
Sears Point, Calif.
Feb. 13, 1977

100 NOV	
Kelly Barry	—
Danny Castro	Yam
Frank Hastings	—
OT/VETS	
Jack Lewis	Bul
Al Baumann	KTM
Bob Collins	—
80 NOV	
Gary Ploatje	Yam
Matt Crosbie	Yam
Mike Stirling	Yam
80 EX	
Howie Ross	Suz
100 NOV MINI	
Curt Carlozzo	Yam
Todd Rovine	Suz
125 EX	
Jim Lesniewski	Suz
Steve Lewis	-
Neal Snarr	Yam
125 JR	
Rob Stuart	Hus
Wm. McNair	Suz
Fred Tunnicliff	Hon
125 NOV DIV I	
Dave Deutsch	Suz
Jim Barbuscia	Suz
David Schippmann	Hon
125 NOV DIV II	
John Middleton	Suz
Chris Martinez	Hon
Curt Crosbie	Yam
125 NOV DIV III	
Sam Houston	Hon
Tom Breauhtt	Hus
Scott Stanley	-
250 EX	
Kipp Classen	KTM
Dean Wiggins	Mai
Randy Okada	Suz
250 JR	
Starr Needham	Mai
Brad Kotsaris	Suz
Randy Lewallen	yam
250 NOV DIV I	
Ted Cabral	Suz
Guy Crosbie	Suz
Tim sample	Kaw
250 NOV DIV II	
Rick Cluve	Suz
Dave Day	Yam
Gene Anderson	Suz
OPEN EX	
Gary Murphy	Mai
Kent Classen	KTM
Dana Bray	Mai
OPEN JR	
Phil Oveland	KTM
Norm Kramer	Yam
Steve Eddy	Suz
OPEN NOV	
Clark Plummer	—
Van Lawrence	Suz
Wade Thompson	Yam

Marysville MX
Marysville, Calif.
Feb. 20, 1977
By Bad Brad

80 MINI NOV	
Greg Van Dusen	Suz
Dale Berlin	Suz
Tim Aston	Suz
80 MINI AM	
Jimmy Souza	Yam
Greg Vlahos	Suz
Andy Pelliccione	Yam
80 MINI EX	
Steve Vlahos	Suz
100 MINI NOV	
Kris Morris	Suz
David Reade	Suz
Jim McCracken	Suz
100 MINI AM	
Jeff Fuller	Suz
Steve Jimenez	Suz
Kirk Booth	Suz
100 EX	
Brad Emery	Yam
100 NOV	
Ken Wolcott	Suz
Stacy Nick	Suz
Frank Hastings	Suz
125 NOV DIV I	
Shawn Beauchamp	Suz
Gary Ripani	Suz
Jeff Bradford	Suz
125 NOV DIV II	
Leon Ellis	Suz
Matt Baze	Suz
Louis Cross	Suz
125 AM	
Chris Trapp	Suz
Danny Dennis	Hon
Tony Sauer	Yam
125 EX	
Dana Waxham	Suz
Pat Wilson	Hon
Jim Lesniewski	Suz
250 NOV DIV I	
Greg Nelson	Suz
Steve Coffex	Suz
Allen Ledbetter	Hus
250 NOV DIV II	
Fred Wheeler	Yam
Kenneth Diggs	Suz
Kent Booth	KTM
250 AM	
Chuck Mueller	Mai
David Gomez	Suz
Tony Tamagni	Mon



125 NOV DIV III	
Rod Saling	Suz
Brad Hood	Hon
Dennis Finley	Suz
250 EX	
Eugene McKenzie	Hus
John Minor	Suz
Scott Cowan	Mai
OPEN NOV	
Jeff Stapleton	Mai
Rollie Waldow	Yam
Tim Burns	Suz
OPEN AM	
Kenneth Strauch	Suz
Colin MacDonald	Hus
Robert McCowen	Bul
OPEN EX	
Kent Classen	KTM
Delno Becker	KTM
Mark Lewallen	KTM
POWDER PUFF	
Jan Wheeler	Hon
Valerie Fergeson	Hon
Shar Taber	Yam

ATA/OCT trial & Kids Championship round
Reche Cyn., Calif.
Feb. 27, 1977
(UNOFFICIAL RESULTS)

KIDS A	
Doug Hughes	Hon
KIDS B	
Mike Lauxen	Hon
Robert Norton	Yam
Darryl Stone	Yam
EX	
Marland Whaley	Hon
Jeff Fish	Mon
Mark Eggar	Hon
AM	
Oli Thordarson	Mon
Mark Webster	Bul
Paul Webster	Yam
NOV	
Barry Richardson	Bul
Greg Byers	Suz
Rick Manley	Bul
BEG	
Gary Brady	Bul
Glenn Byers	Suz
Ray Luna Jr	Mon
SR	
Dave Stanley	Bul
Marland Whaley Sr.	Hon
Gill Smith	Bul

D-37 Motocross
Elsinore, Calif.
Feb. 27, 1977

125 NOV	
Mike Sudberry	Suz
Juan Gallinger	Suz
Billy Quaney	Suz
125 AM	
Dennis Vetter	Hon
Ken Krause	hon
Sam Goldsmith	Suz
125 EX	
Rodney Brand	Suz
Mark Barnes	Suz
Butch Darling	Hon
250 NOV	
Steve Harp	Suz
Tim Seagondollar	Hon
Greg Almquist	Suz
OPEN NOV	
Kirk Harris	Bul
Bruce Windham	Yam
Don Trabert	Yam
WOMENS DIV. NOV	
Myriam Rodriguez	Hon
Mini Selly	Hon
Lynn Musgrove	Yma
WOMENS DIV AM/EX	
Carey Steiner	Hon
Kit Pratt	Suz
Dee Granger	Suz
250 AM/EX/SR	
Fred Griego	Suz
Steve Davis	Hon
Tim Welker	Suz
OPEN AM	
Eddie Gonzales	Suz
Mark Barnes	Suz
Gregg Humber	Mai

MX
Rio Bravo, TX
Feb. 20, 1977
By L.J. Duplichan

MINI MINI	
Mike Hall	
Ron Daugherty	
Brad Dougan	
MINI UNDER 12	
Steve Williams	
Jay Rivere	
Lee DeBose	
MINI OVER 12	
John Pollard	
Philip Hoke	
Clay Fowler	
100cc	
Guy Welch	
James Haynie	
Kent Stiles	
WOMEN'S OPEN	
Linda Thompson	
Mike McBay	
Paula Brown	
OVER 30 OPEN	
Ken Oubre	
Mike Machetski	
Buddy Holland	
125cc GROUP A	
Gene Hegemeyer	
Troy Vanstone	
Michael Rojas	
125cc GROUP B	
Reid King	
Danny Wilburn	
Terry Slaughter	
125cc INT	
Robert Calhoun	
Jerry Rigby	
Chris Schroeder	
250cc GROUP A	
Reid King	
Jeff Scates	
Greg Wood	
OPEN AM	
Danny Pennington	
Kurt Stiles	
Scott Duplichan	
COMB EX	
Shawn Kelly	
Ralph Babin	
Mike Gill	

CMC Motocross
Puyallup, WA
Feb. 20, 1977
By Sue Sykes

MINI EX	
Ken New	Yam
Phil Larson	Suz
Eric Eaton	Hon
MINI JR	
Joel Straub	Yam
John Spooner	Yam
Chad Jeffery	Yam
100 INT	
Jim Anderson	Hon
Bill Rowland	Hon
Harold Geesey	Hon
100 JR	
Marc Anderson	Yam
Bill Ahlquist	Suz
Wally Caudle	Suz
125 PRO	
Lee Voss	Suz
Pat Jacobsson	Hon
Gary Racca	Yam
125 INT	
Jim Anderson	Hon
Rob DiMarco	Hon
Mike Anderson	Yam
125 JR	
rod Casper	Suz
Don Knoblauch	Yam
Doug Grenfell	Suz
250 PRO	
Mark Gregson	Kaw
Kevin Jansen	Mai
Kirk Ingertila	Mai
250 INT	
Duane Barnes	Suz
Jeff Birkestol	Yam
Brad Kimble	Suz
250 Jr	
Brian Hahn	Suz
Jim Jagow	Yam
Don Wangler	Suz
OPEN PRO	
Mark Gregson	Kaw
Montey Mitchell	Mai
Rick Weidman	Hus
OPEN INT	
Alan Snell	Bul
Greg DeMuth	Bul
Steve Peters	Yam
OPEN JR	
Rich Malean	Suz
Dave Clarke	—
Ken Eanes	Suz
OVER THE HILL	
Phil Larson	Mai
Richard Kelley	Suz
John Baker	Yam

ECRA $1000 MX
Racing World
Trabuco Cyn., Calif.
Feb. 27, 1977
By Rex Reese

SUP MINI BEG	
Mike Perry	Suz
Mark Toyama	Yam
Valin Butler	Suz
SUP MINI NOV	
Mark Shones	Yam
Bobby Brown	Yam
Russ Elliott	Yam
SUP MINI INT	
Tim Hines	Yam
Tommy Satchell	yam
Ross Klatt	yam
SUP MINI EX	
Darel Francis	Yam
SUP MINI PRO	
Chris Heisser	Suz
Bryan Antonacci	Suz
Steve Shippy	Yam
100 1st DAY	
Mike Jones	Yam
Lloyd Layola	Suyz
Rick Nabors	Hon
100 BEG	
Scott Aldridge	Yam
ronny York	Yam
100 NOV	
Neil Scott	Hon
Alex Cruz	Hon
100 INT	
Scott Phelps	Yam
Tim Willmeth	Hon
Brian Barr	Hon
100 PRO	
Brad Dutoit	Hon
Gregg Toyama	FMF
Mitch Musgrave	Hon
125 1st DAY	
Art Rodriguez	Hon
John Burrows	Hon
Matthew Allow	Yam
125 BEG	
Glen Callaway	Yam
Harvey Perez	Hon
Kurt Zimmerman	Suz
125 NOV DIV I	
Rich Maebe	Yam
Chris Herma	Hon
Randy rogers	Yam
125 NOV DIV II	
Tony Camarena	Suz
Phillip Mota	Suz
Don Kezer	Suz
WOMEN'S DIV	
Kitty Nichols	Hon
Kathy Brobeck	Hon
Tracy Lauze	Hon
125 INT	
Craig Dale	Car
Robbie O'Rourke	Hon
Mike Margules	Hon
125 EX	
Mike Johns	Yam
125 PRO	
Gregg Toyama	FMF
LanceMoorewood	Yam
Willy Simons	Yam
250 1st DAY	
Raymond Dudridge	Suz
Randy Collins	Yam
Mike Gough	Hon
250 BEG	
Jeff Geiger	Bul
Ken Sykes	Suz
Dale Johnson	Mai
250 NOV	
Phillip Solenberger	Suz
Bob Snowden	Suz
Tore Anderson	Suz
250 INT	
Jerry Benson	Mai
Bob Bang	Mai
John Criswell	Suz
250 PRO	
Lance Moorewood	Suz
Greg Barrett	Suz
Eddie Embry	KTM
OPEN 1st DAY	
Jim Gonzales	Yam
Mike Ishidei	Hon
OPEN BEG	
Mike tackett	Yam
Geoffrey Shanen	Suz
OPEN NOV	
Hobart Bowers	Yam
Mark Gale	—
OPEN INT	
Tim Hart	Mai
Randy Kellogg	Suz
Ed Miller	Mai
OPEN PRO	
Scott Gillman	Yam
Jeff Vidic	Yam
Jim Harris	Yam

MX Austin MX Pk
Austin, TX
Feb. 6, 1977
By Greg Labbe

MINI	
Harry Layer	Yam
Bucky Houston	Yam ½
Frank Tello	Yam
100 NOV	
Mark Olguin	Suz
Steve Turner	Suz
Kyle Landrum	Suz
125 NOV DIV A	
Mark Olguin	Hon
Bryan Lewis	Yam
Tinker Mayfield	Hon
125 NOV DIV B	
Eddie Thacker	Hon
Chris Corpe	Suz
John Shoemake	Hon
125 INT	
Ron Taylor	Suz
Mike Tangeman	Suz
MikeMaloney	Hon
250 NOV	
Carl Price	Yam
Tom Guidry	Suz
Frank Patterson	Kaw
250 INT	
Darrell Croft	Pen
Chris Sharp	pen
Butch Maiden	Suz
OPEN INT	
Mark Elliott	Pen
Bill Kasson	pen
Bob Murry	Mai
125 EX	
David Daniels	Hon
Dickey Turnbo	yam
Neill Cooper	Suz
250-OPEN EX	
Ricky Blackwell	Pen
Mark Wheeless	Pen
Chuck Houston	Hus

Golden State Series
Sportsmen
Final Standings
By Sallee Hilton

VETS NOV	
Herman Marty	
VETS INT	
Hans Marty	
OLD TIMER NOV	
Vernon Howell	
MINI NOV	
Chris Lewis	
Pat Piazza	
Matt Crosbie	
MINI INT	
Frank Blake	
Greg Vlahos	
Mark Agbulos	
MINI EX	
Mike Toycen	
Kevin Cadieux	
Tyson Vohland	
100 NOV	
Mark Shumate	
Ron Hess	
Scott Stanley	
100 INT	
DeWayne Sweet	
Ron Brown	
100 EX	
Ricky Gaarder	
Jimmy Robertson	
Steve Ahart	
WOMEN	
SUE WOOD	
Dona Putney	
Jeanna Bell	
125 NOV	
John Middleton	
Ron McQuade	
Nick Casheros	
125 INT	
David Burgess	
Randy Chapman	
Randy Blair	
250 NOV	
Tom Kageman	
Steve Coffey	
Scott Hasselrod	
250 INT	
Steve Taylor	
Will Akers	
George Lowery	
OPEN NOV	
Craig Bell	
Mike Bell	
Randy VanZant	
OPEN INT	
Jeff Anselmo	
Robert Stone	
Ken Strauch	

MX Cycerama '77
San Antonio, TX
Feb. 13, 1977
By Gregg Labbe

MINI	
Harry Layer	Yam
Mike Dickey	Yam
Bryan Taylor	Yam
100 NOV	
Kyle	Landrum
Rodney Womack	Hon
Billy Zitzman	Yam
125 NOV	
Mike Meeks	Hon
Ruben Ramos	Yam
125 INT	
Doug Cooper	Hon
Mike Kelley	Yam
Brian Zettner	C-A
250 INT	
Bob Markiewicz	C-A
Mark Nardin	Hus
Tom Guidry	Suz
OPEN INT	
Tom West	Yam
Scott Zettner	Yam
OVER ÷ °	
Steve Forster	Hon
Lloyd Longmire	Pe
David Parker	Yam
125 EX	
Shaun Kelley	Suz
Dicky Turnbo	Yam
Robert Coreale	Hon
250-OPEN EX	
Rob Reynolds	Pen
Barry Ritchey	Mai
Rey Longoria	Bul

MX Las Cruces M.C.
Las Cruces, NM
By E. Wright

OPEN EX	
Roger Pattison	Pen
Joseph Gutierrez	Suz
OPEN AM	
Chuck Sterling	Suz
Curt Phillips	Suz
250 AM	
Doyle Fincher	Hus
Alain Kamerer	Pen
Dave Pack	Suz
2560 EX	
Randy Stahmann	Mai
Scott Logston	Yam
Mark Woleslagle	Yam
125 EX	
Scott Logston	Yam
Randy Irwin	Hon
Sid Denham	Suz
125 AM	
Mike Leon	Hon
Danny Fernandez	Suz
Craig Alberson	Suz
125 NOV	
Martin Callender	Hon
Glenn Wright	Suz
Polo Fernandez	Hon
MINI	
Tom Sturdevant	Yam
Jerry Lovelace	Yam
Paul Jackson	Yam

Over the Hill Gang
MX, Indian Dunes
Valencia, Calif.
Feb. 13, 1977
By Bang Banb Bobo

EX	
Maniac Mike	KTM
Absurd Al	Suz
Philthy Phil	Yam
AM	
Delicate Dennis	Yam
Limp Larry	Mai
Daisy Dave	Suz
INT	
DuDu Dan	CZ
Lizard Lou	CZ
Grubby Gary	Yam
NOV	
Sorry Sandy	Pen
Mutha Mike	Hus
Killer Ken	Hus
BEG	
Jowls Jim	Hus
Ringworm Rob	Suz
Boxcar Bob	Mai

BMTW "No Hair
Scrambles
Plymouth, Calif.
Feb. 6, 1977
By Eric Hodel

OPEN NOV	
James Brindos	
Charles Smart	
Ray Seals	
OPEN JR	
Phil Rice	
Dave Rosenquist	
Mike Sinclair	
OPEN EX	
Doug Veerkamp	
Scott Henry	
Fred Bellman	
250 EX	
Brian Veerkamp	
Jeff Shurtz	
Greg Martz	
250 JR	
Ed Marchini	
Dennis Hart	
Jerry Williams	
250 NOV	
Charles Eastmen	
Bruce Bowman	
Bob Williams	
200 NOV	
Dave Lee	
Dennis teague	
OT EX	
Cloyse Holland	
Gabby	
OT JR	
Jerry Kramer	
Gene Kelso	
OT NOV	
Robert Porter	
Ron Neubauer	
Ed Ramey	
VET EX	
John Fraser	
Mike McGowan	
VET JR	
Merril Rempfer	
Doug McCaleb	
VET NOV	
Allen Biscay	
Del Rapini	
Dennis Hausman	
125 EX	
Dan Willis	
125 JR	
Dean Kiemenell	
Tim Dickson	
125 NOV	
Shawn Beauchamp	
Pete Prichard	
Tom Jenson	

D-36 Semi Pro
Rough Scrambles
Salinas, Calif.
Feb. 13, 1977
By Burt Dinner

100 NOV	
Richard Smith	Yam
Steve Martin	Yam
125 NOV	
Mike Busby	Yam
Kirk Brewer	Yam
Wayne Busby	Yam
125 JR	
John Mason	Yam
200 NOV	
David Lehman	Yam
250 NOV	
Jim Filice	Suz
Paul Pearson	H-D
Jay Ralston	Bul
250 JR	
Matt Pemberton	Suz
Keith Day	Kaw
Rocky Robinson	Suz
250 EX	
Jeff Haney	Yam
Ricky Graham	Yam
Ken Netto	Yam
400 NOV	
Buddy Latham	Suz
Steve Kusanovich	Hus
OPEN NOV	
Jim Filice	Yam
Richard Waters	Tri
Marshal Cook	Mai
500 JR	
John Mason	Yam
Clay Chambers	Yam
Bob Robicheaux	BSA
400 EX	
Matt Rohr	Yam
Matt Carothers	Yam
Steve Long	Bul
500 EX	
Jeff Haney	Yam
Phil Vitale	Yam
Ken Robicheaux	Yam
OPEN EX	
Eric Weisler	Yam
Tazio Andreassen	Yam

SRA Dual European
Scrambles
Adelanto, Calif.
Feb. 13, 1977
By Sue Senn

NORTH COURSE	
101-200 class	
Don Glover	AM—Yam
Warren Barr	EX—Hus
Jim Myers	EX—Hon
0-100 (WOMEN)	
Louise Bates	AM—KTM
Cathy Riddle	AM—Yam
Marjorie Haynes	NOV—Bul
MINI	
Kevin Senn	NOV—Yam
Keith Senn	BEG—Suz
210-250	
Monte Lee	EX—Yam
Jim Turner	EX—Yam
Dennis Anderson	NOV—Bul
SR	
Gary Auberlen	EX—Yam
Gary Sigman	EX—Suz
Jim Horton	NOV—Yam
251-OPEN	
Mike Johnston	EX—KTM
Richard Hall	AM—Suz
Don Anderson	NOV—Suz
SOUTH COURSE	
SR	
Gary Sigman	EX—Suz
Dave Crofoot	EX—RM
KEn Thorall	NOV—Suz
215-OPEN	
Mike Johnston	EX—KTM
Mike Martin	EX—Yam
Richard Hall	AM—Suz
101-200	
Warren Barr	EX—Hus
Bill Bryan	AM—C-A
Greg Johnston	NOV
0-100 (WOMEN)	
Louise Bates	EX—KTM
Ronda McGurk	NOV—Yam
201-250	
Monte LEE	EX—Yam
Rodney Roperick	NOV
Ron Jordan	NOV—Yam

Motocross
Las Vegas MX Club
Williams Rcwy, Nev
Feb. 6, 1977

MINI NOV DIV I	
Doak Wachtel	Suz
Gary Smith	Yam
Kenny Keefe	Yam
MINI NOV DIV II	
Jerry Bolton	Suz
Guy Bork	MPS
Bruce O'Neal	—
MINI AM	
Mark Morris	Acc
John Kight	FMB
Marcel Emerson	Suz
MINI EX	
Jimmy Krumme	Acc
Kevin Steele	MPS
Todd Hunter	MPS
125 NOV	
Tom West	Hon
Steve Rumph	Hon
Mike Zahm	Suz
100 NOV	
Tony Peace	Yam
Curt Walker	Hon
Tony Green	RM
OVER THE HILL GANG	
Beg	
Boozer Bob	
NOV	
Burley Bill	
INR	
Kareful Ken	
AM	
Horny Howard	
EX	
Fearless Floyd	
125 AM	
Troy Fitch	Yam
Scooby O'Neal	Suz
David McDonald	Hon
100 AM	
Mike Newell	Yam
Lance Lovaas	Yam
Keith Underwood	Yam
125 EX	
David Thomsen	Hon
Randy Kimbrough	Hon
Rog Wells	—
100 EX	
Ty Bothwell	Yam
Kevin Steele	MPS
Jimmy Krumme	LMS
250 EX	
Kenny Krumme	Acc
Mike Hines	FMF
Tony Brunetti	Yam
250 AM	
Steve VanHoove	Mai
Kelly Downing	Suz
Larry Lauer	Oss
250 NOV	
tom Angelo	Hus
Steve Friedman	yam
Eric Eppard	Kaw
500 NOV	
Russ Maxfield	Hus
Pat Thompson	yam
500 EX	
Kenny Krumme	Acc
John VanHoove	Mai
Rick Biddle	Mai

A.M.E. MX
Sprocketts Park
Bakersfield, Calif.
Feb. 20, 1977
By Lee Taylor

100 BEG	
Billy Handal	Suz
Todd Miller	Suz
125 Beg	
Pat Streiff	Hon
Tracy Travis	Hon
Steve Woodard	Hon
250 BEG	
Guy Trowbridge	Yam
Fred Paquette	Mai
Kenny Jones	Suz
500 BEG	
Terry Brewer	Suz
John Hard	Hus
Geoffrey Shanen	Suz
MINI JR	
Kenny White	Hon
Mike Perry	Suz
Patrick McConnell	YZ
100 JR	
Bill Davison	Yam
Steve Wilham	Yam
John Rogers	Suz
125 JR	
Kirk Strugeon	Hon
Greg Taylor	Hon
Duffy Phelps	Suz
250 JR	
Wes Norton	C-A
Dennis Stubblefield	Suz
Russ Norton	C-A
500 JR	
Art Rogers	Bul
David Rogers	Suz
MINI INT	
Allen Sekeres	Yam
100 INT	
Ricky Pearce	Suz
Tim Wilborn	Suz
125 INT	
Jeff Stubblefield	Suz
Jim Cote	Suz
Mark Abler	Suz
250 INT	
Mile Gosselaar	Suz
Greg Bergman	Kaw
Tim Schmidt	Suz

500 INT
Stewart Rogers Suz
Paul Birchfield KTM
Don Hopkins Yam
MINI EX
Steven Schmitz Suz
Eddie Perry Yam
Jim Crowder —
100 EX
Steven Schmitz Suz
Bryan Jordan FMF
Jim cote Suz
125 PRO
Les Womack Yam
Bob Ramsey Hon
Reid Goldman Yam
250 PRO
Dave Haugh Mai
Don Hansen Mai
Hal Strauss Mai
500 PRO
Dave Haugh Mai
Skeet Wyman Mai
Bill Hagen Suz
SIDECARS
Joe Gardner/ John Palfreyman Nor/ Was
Ralph Whitney/ Russ Jones
Bart Crandall/ Ron Swart Emi/ Tri
VETS
Bill Oliver Y&M
Mike Tharp Mai
Ron Clawson CZ
WOMEN'S DIV
Pat Holland Hon

Ice Races
Rainbow Falls Pk.
CO.
Feb. 20, 1977
By S. Thumhark

MINIBIKE
Jamie Gibson Yam
Tony Edwards Yam
Mark Iler Hon
OLD MAN MINI
Brian Iler Hon
Lee Morris Hon
Phil Edwards Yam
125 BARE TIRE
Al Nesshoefer Bul
Fred Schutz Hon
Brian Iler Hon
175 BARE TIRE
Dave Beck Yam
Kevin Walder Hon
Joel Stutts C-A
250 BARE TIRE
Bob Webster Mon
Lee Morris Bul
Mel Flint Mon
OPEN BARE
Bill Brokaw Mon
Mike Stokes Bul
Kevin Walker —
125 STUD
Brian Anderson Yam
Steve Gibson Yam
Monroe Hilton Yam
175 STUD
Rick Steele Hon
Steve Scott Bul
Lee Morris Bul
250 STUD
Merlyn Plumley Yam
Steve Scott Bul
Bill Brokaw Ric
OPEN STUD
Mike Hall Suz
Stuart Blache BSA
Richard Dewitt Yam
THIRD WHEEL CLASS
Dave Carriker Yam
Glen Fisher Yam
Jerry Capacious Yam

TT Scrambles
Lightweights M.C.
Elsinore, Calif.
Feb. 20, 1977
By Maureen Lee

MINI MOTO
John Bales Yam
Ken McIntire Hon
Curtis Cannon Yam
125 NOV MAIN
Sam Burns Yam
Tommy Walton Yam
Garth Beavers Yam
125 AM MOTO
Steve Griffiths Yam
Jay Bales Yam
Jim Strain Yam
125 EX MOTO
Steve Polson Yam
Robert Pfetzing Yam
Pete Hanes Yam
250 NOV MAIN
Jack Smith Yam
Greg Sargent Yam
Rob Selvy Yam
250 AM MOTO
Joe Steffen Yam
Gary Smith Yam
Dorothy Rowe Yam
250 EX MOTO
Mike Tidwell Yam
Richie Volk Yam
Danny Perkins Yam
500 NOV MAIN
Kelly Templeton Yam
David Skirvin Yam
Larry Hedstrom Yam
500 AM MOTO
Dave Johnson Yam
Steve Loomis Yam
Mike Montgomery Yam
500 EX MOTO
Don Grigsby Yam
Rex Hailey Yam
Don Frauenberger Yam
OPEN COMB MOTO
Dylan Neihart Yam
Steve Miller Yam
David Peters Tri
SIDEHACK MOTO
Jimmy Stevens/ Bob Saner Hon
Robert Sanders/ Charles Sanders Hon
Bernard Glair/ Joseph Denton SMD

R.A.C.E. MX
Corona, Calif.
Feb. 12, 1977
By Elaine Jones

125cc BEG
Doug Matz Suz
Jack Triantes Hon
Ross Adame Suz
500cc EX
Don McIver Hon
Pat Beasley Mai
Gordon Stafford Mai
EX OPEN
Bobby Tryon Hon
Mike Jones Yam
Dale Whiteman Suz

R.A.C.E. MX
High School
Corona, Calif.
Feb. 11, 1977
By Elaine Jones

HIGH SCHOOL
POWDER PUFF
Jill McIrath Nor
Jamie Hayes Nor
Dana Sinsley Nor
100cc NOV
Ryan Dow C.O
Bud Andrews Nor
Everet Wheeler A.L
100cc INT
Steve Dahle C.O
Wes Hinman Nor
Jell McIlrath Nor
100cc SR
Jim Ball Nor
Bill Jewett Nor
Calvin Boddy A.L
125cc NOV
Joe Specchio Nor
Tony Randall C.O
Mark Sanchez Nor
125cc INT
Bill Jewett Nor
Steve Felo Nor
175cc NOV
Larry Arnold Nor
Paul Duorshar A.L
Gus Centeno Nor
175cc INT
Jim Hall A.L
Mike Landresser A.L
Phil Maust A.L
175cc SR
Randy McIntire Nor
Steve Felo A.L
Rick McCorkell Nor
250cc NOV
Curt Saddlemere A.L
Marcus Bets C.O
Jeff Johnson A.L
250cc INT
Kevin Greenhaw Nor
Don Walls Nor
Jeff Hellie Nor
500cc NOV
John Bilotta Nor
Chris McKinney A.L
Mike Peel Nor
OPEN SR
Star Gayle Nor
Steve Bechel Nor
lane Kit Nor
UNATTACHED
MINI BEG
Pam Switer Suz
Jeff Schweffer Suz
Kelly Dolan Yam
MINI NOV
Allan Lucas Suz
Robbie Brown Yam
Gordon Ward Suz
MINI INT
Chip Vogel Yam
Tim Hines Yam
Kenny Campbell —
MINI EX
Paul Emerson Yam
Chris Hesser Suz
Jimmy Krummel yam
100cc NOV
Joe Mendola Hon
Dennis Lawrence Suz
John Rogers Suz
100cc INT
Jimmy Krumme Suz
Scott Wilkinson Yam
Tony Apodaca Suz
100cc EX
Chuck Beck Suz
Cal Boddy Yam
Paul Emerson Suz
125cc BEG DIV I
Frank Tarantino Hon
Bobby Hines Yam
Marty Carter Yam
125cc BEG DIV II
Noel Hughes Yam
Dale Tanke KTM
Mike Callaham Suz
125cc JR
Ted Hoyt yam
Chris Hibshman Hon
Robert Fornshell DG
125cc INT
Karl Hostetter Suz
Leonard Bishop Hon
Doug Folesen Hon
125cc EX
Marty Miller Hon
Kurt Sofka yam
Greg Sheets Suz
250cc BEG
Craig Summers Suz
Roy Stafford Kaw
Craig Atchinson Hon
250cc NOV
Pryor Campbell Suz
Steve Harper C-A
Rich Chavez Suz
250cc INT
Joe Price Hus
Tony Feldhaus Suz
David Kent CZ
250cc EX
Marty Miller Suz
Steve Bauer Yam
Jim Latendresse Suz
500cc BEG
Jay Cardarey Suz
Stan Northington Hus
Barry Tolson Bul
500cc NOV
Andrew Ryek Bul
Earl Johnson Suz
Gordon Ward Suz
500cc INT
Pat Hallman CZ
Brian Tolson Bul
500cc EX
Andy Jannings Mai
Lee Rosenberry Bul
Michael ullivig Bul

California Mini-club Barona Oaks Rcwy.
San Diego, Calif.
Feb. 20, 1977
By Betty Jo Gibson

0-8 JR CYC STK
Scott Zastrow Hon
Brad Johnson Ind
Bobby Simons Hon
0-8 JR CYC MOD
Scott Zastrow Hon
Brad Johnson Ind
POWDER PUFF NOV
Deanne Reirson yam
POWDER PUFF EX
Jaycen Zvirbluis yam
9-11 NOV 83cc STK
Bob Rose Yam
Paul Gibson yam
Ramon Castanares yam
9-11 NOV 83cc MOD
Blair Hardesty Yam
Arron Hamilton Yam
Paul Gibson Yam
9-11 INT 83cc STK
John Zvirbluis Yam
9-11 EX 83cc STK
Sam Stover yam
9-11 EX 83cc MOD
Ron Lechien Yam
12-OVER NOV 83cc STK
Dan Almond Suz
Ken Warne Suz
Jon Blake Yam
12-OVER NOV 83cc STK
David Mc Ghee Yam
Mike Monsegir Suz
Eric Baker Yam
12-OVER NOV 83cc MOD
Kerri Paulsen Yam
John Blake Yam
Tim Horral Yam
12-OVER EX 83cc STK
Scott Burnsworth Yam
Mike Cady yam
12-OVER EX MOD
Curt Mc Cuistion Yam
Mike Cady Yam
12-OVER INT 83cc STK
Curtis Rough Yam
MikeWisneske Yam
Danny Jones Yam
12-OVER INT 83cc MOD
Chuck Lenihan Yam
Curtis Rough Yam
Don Horn Yam
OPEN 105cc
Scott Burnsworth Yam
Ron Lechien Yam
Scott Meyer Suz
100cc NOV
Clint Hardick Suz
Chris Easterling Yam
Lance Love Suz
100cc EX
Jerry Bagby yam
125cc NOV
Lorren Day Hon
Brett Baehe hon
Clint Hardick Suz
125cc NOV
Bryan Maloney Hon
Mike Casey hon
Carl Paulsen yam
125cc INT
Scott Burnsworth Hon
Tom Holland Suz
125cc EX
Jerry Bagby yam

TT Scrambles
Elsinore Rcwy.
Elsinore, Calif.
Feb. 12, 1977
By Andi Gangewer

MINI COMB
Jim Livingston Yam
Xavier Castillo Yam
Jimmy Rosa yam
MINI EX
Eugene Brown —
Donny Smallwood yam
Ken McIntire Hon
100 NOV/AM
Eugene Brown Yam
Richard Allyn —
Mark Macias Yam
125 BEG/NOV
James McGowan Yam
Curtis Jones Hon
Dennis Dunn yam
250 BEG/NOV
Brian Stine Bul
Mike Neely Yam
Ronnie Rapp Suz
OPEN NOV
Michael Roach CZ
Greg Sargent Yam
Donald Hoyt Yam
SPEC NOV
Tom Hughes Oss
Bruce Windham Yam
Jim Cessna —
125 AM/EX
Steve Polson Yam
Ron Evans Yam
Brian Burch Yam
250 AM/EX
Dorothy Rowe Yam
Joe Steffen Yam
Jack Smith Bul
OPEN AM/EX
Ed Steffen Yam
Rex Hailey Yam
Joel Windham Yam
SPEC EX
Don Frauenberger Yam
Rex Hailey yam
Mike Montgomery Yam

Hillclimb
Roseburg, OR
Feb. 20, 1977
By Kilgore & Crossman

TRIALS
J. Terry 465ft.
D. Burt 430ft.
POWDERPUFF
K. Montgomery 470ft.
KID MINI
J. Barnes 380ft.
KID 100
L. Shields 530ft.
125
D. Schmid 575ft.
200
R. Miller 670ft.
250
D. Widenoja 801ft.
D. DeRosa 760ft.
J. White 680ft.
400
D. Widenoja 30.7sec.
D. DeRosa 31.1sec.
J. Meade 810ft.
500
D. DeRosa 29.5sec.
Tim Meade 953ft.
Rod Cochran 930ft.
OPEN SPORT
R. True 21.8sec.
D. Chambers 24.9sec.
D. DeRosa 30.8sec.
OPEN (CHAINS)
D. Chambers 24.4sec.
R. True 25.3sec.
D. DeRosa 33.4sec.
STANDING ON SEAT
R. True 26.0sec
D. Chambers 26.5sec

AMC MX
DeAnza Park
Sunnymead, Calif.
Feb. 21, 1977
By Ron Lawson

MINI BEG
Bob Pocius Yam
Scott Amy Yam
Mike McGowen Yam
MINI JR
Joe Morris Yam
Pat Galan Yam
MINI INT
Karl Johnson Yam
Craig Gormley Yam
Rudy Dickinson Suz
100 BEG
Jeff Camarigg Suz
Eveart Wheeler Yam
100 PRO
Don Trant Hon
Bryon Antoneicci Hon
Scott Watson —
125 BEG
Kelly McQuire Suz
Pam Montague Suz
Dennis Shaffer Yam
125 JR
Ruben Alvarado Yam
John Amy Yam
Rick McKee Yam
125 INT
Lloyd Hilton Yam
V. Qualls Hon
Steve Arnold Suz
125 EX
Brian Myerscough Suz
Kurt Sofka Yam
Jeff Ward Hon
250 BEG
Mike Taylor Kaw
Bob Broten KTM
Henrey Marmolejo Suz
250 JR
Bob Stephenson KTM
Paul Woods Suz
Geoff Sanborn Suz
250 INT
Danny Jean Suz
Dave Roark Mai
Richard Cavish Suz
250 PRO
Steve Montague Suz
Mike Tripes Amm
Steve Roark KTM
OPEN BEG
Jeff McKelroy Bul
Anthony Cunningham Suz
Jeff Gilbert KTM
OPEN JR
Steven Gordon Mai
Greg Hope Bul
John Myerscough yam
OPEN INT
Randy McKee MCA
Mike Comeau Suz
Danny jean Yam
OPEN PRO
David Gerig Suz
Daniel Steele KTM
Kevin Rodgers Mon
OLD TIMERS
Neil Fearing Hus
Ronald McKee Yam

D-37 Hare Scrambles
Prospectors MC
Lucerne Valley, Calif.
Feb. 20, 1977
By Gary Laudig

OPEN EX
Larry Davis
John Orendorff
Henry J. Wesselman
OPEN AM
Lark Wight
Warren Goodman
Bob Lee Jr
OPEN SR EX
Gordon Schmidt
EX DIV I
Larry Roeseler
Bruce Ogilvie
Brian Wright
EX DIV II
Bob Carpenter
Jim Brown
Marc Cotter
AM DIV I
John Tobin
Roger Toubeaux
Red Austin
AM DIV II
Nick Postma
Chuck Bollinger
Scott Postma
SR EX DIV I
Jack Froelich
George Walker
TRAIL EX
Chuck Carleledge
Charlie Hamill
Rusty Blake
TRAIL AM
Dean Meltzer
TRAIL SR/EX
Wilbur Eveland
Georg McClellan
Dave Doney
EX W.D. DIV II
Dawn Grant
OPEN SR/AM
Allen Johnson
Lyle Palmer
OPEN NOV
Dave Conner
Ed Andrake
Jay Ganong
NOV DIV I
Cris Gray
Donnie Broach
Erwin Bragg
NOV DIV II
Mike Thompson
Kevin Shehee
OPEN SR/AM
Allen Johnson
Lyle Palmer
SR/AM DIV II
Don Kessler
TRAIL SR/AM
Gene Theel
Okie Sinclair
TRAIL SR/NOV
C. Davidson
TRAIL NOV
Zuba Hentshel
Paul Beakes
Rick Davis
OPEN BEG
Robert Beardsley
Dave Chase
John Scott
BEG DIV I
Steve McCorkell
Jack Peterson
BEG DIV II
Bill Burnham
David Gonzalez
Mitch Kelly

CMC MX
Saddleback Park
Orange, Calif.
Feb. 20, 1977
By Patti Trotter

MINI EX
Rick Atkins FMF
Mike Toycen RR
MINI INT
Andy Orescanin Suz
MINI JR
Greg McConnell Yam
Jim Anderson Yam
Jim Gudz Hon
100 INT
Ty Hanway Suz
Chuck Meyer Yam
Jeff Hewitt Suz
100 JR
Chris Overland Suz
Kevin McKay Hon
Mike Van Camp Suz
500 PRO
Mike Bell DG
Scott Gillman Yam
Val Tamietti Mai
500 INT
Dale Lewis Suz
Dale McKinney Bul
Paul Thede CZ
500 JR
Bob Bourne Bul
Mark Gale Car
Steve Galea KTM
250 PRO
Mike Bell DG
Ron Turner FMf
Val Tamietti Mai
250 INT
Burt Wald Suz
Jonas Gaaf Suz
Bob Cochran C-A
250 JR
Mike Nicklaus CZ
Richard Guthridge Suz
Steve Ellington Suz
125 PRO
Warren Reid Hon
Danny Turner FRA
Ron Turner FMF
125 INT DIV I
George Speck Yam
Robert Green DG
Rick Reveler FMF
125 INT DIV II
Rob O'Rourke Hon
Lance Sloan FMF
Ernest Gonzalez Hon
125 JR DIV I
Drew Porto Suz
Matt Nelson Hon
Ted Hoyt FRP
125 JR DIV II
David Clement Yam
Bill Olsen VH
Dee Tryon FMf

Get Sideways MX
Tyler, TX
Feb. 13, 1977
By Ted Latch

MINI JR
Paul York Jr Yam
Ray Burgess Hon
Chris Retra Yam
MINI SR
Timmy Booth Suz
Darren Burns Yam
Ricky Neeley Suz
100 NOV
Derek Wedding Suz
Don Burns Suz
Steve Taylor Suz
125 NOV
Derek Wedding Hon
Gary Morgan Suz
Lynn Oliver Hon
125 INT
Mitch Hulsey Hon
David Faulkner Yam
Ronnie Dement Hon
125 EX
Pete Florence yam
250 NOV
Lloyd Groves Yam
John Thomas CZ
Eddie Samas Suz
250 INT
Mark Burgess Hon
Larry Parsons Suz
Phil Triplett Yam
OPEN
David Boswell Suz
Wn. Hassell Suz
Mike Kelly Suz
OVER 30
Jim Pennington Yam
David Boswell Suz
Emmett Gibbs CZ

AMA Boards

(Continued from page 2)

AMA President Bob Rudolph has opened a nationwide search for racing board members, observing the following ground rules: A rider-member must have five years professional racing experience including the current season. A temporary exception will be made for motocross riders with the requirement set at three or more years experience. The promoter rep must have promoted events in his board's category for at least four years, including the current season. Neither of the remaining two members may be associated with any motorcycle manufacturer, importer, or racing team.

Rudolph said, "We are looking for the best people, and whether they volunteer . . . or are recommended to us by someone else is really not important."

The prospective member's name and qualifications (including willingness to serve) should be sent in time for the Board of Trustees to consider at its next meeting, March 22.

Send recommendations to: Pro Racing Board, AMA, P.O. Box 141, Westerville, OH 43081; or to Bob Rudolph, c/o Bates Industries, P.O. Box 2668, Long Beach, CA 90801. ●

Scott, Nixon, & Sheene to race Long Beach GP: an AMA first.

An invitational field of 24 top international road racers will participate in an American Motorcyclist Association road race event on the street of Long Beach, California, Saturday, April 2.

The race, which carries $22,000 in purse money as well as contingency awards, will be sanctioned jointly by the AMA and the Federation Internationale Motocycliste, world sanctioning body for motorcycle sports. The event will mark the first time the AMA has ever sanctioned an event in conjunction with a Grand Prix automobile racing event. A Formula One World Championship event will be contested at Long Beach on April 3.

Confirmed entries reported by promoter Chris Pook indicate a talent-laden 24-man field will be on hand. Already confirmed are 1976 500cc World Champion Barry Sheene of England; two-time AMA Grand National Champion Gary Nixon of Cockeysville, Maryland, who finished second in the World Prize Formula 750 standings in 1976; and Gary Scott of Springfield, Ohio, 1975 AMA Camel Pro Series champion.

Racing at Long Beach is conducted on a 2.02-mile course on blocked-off downtown streets. An exhibition motorcycle race was held with the 1976 Long Beach Grand Prix to prove the course's suitability for motorcycle road racing.

Activity for the motorcycle racers at Long Beach will begin with practice on the morning of Friday, April 1, and qualifying will take place that afternoon. Final qualifying will be held on the morning of the race, but Friday's time trials will determine the five-man front row regardless of faster times which might be posted during race-day qualifying.

The 38-lap race will begin at 3:30 p.m. on Saturday.

750's versus 500's

One of the most interesting aspects of the Long Beach International Road Race is the fact that it will be open both to Formula 750 equipment and 500cc Grand Prix machinery. The Long Beach course features both high-speed straights and tight corners, which should lead to close competition between the 750cc and 500cc cycles.

In the recently-complete Marlborough International Road Race Series held at various tracks in New Zealand, Pat Hennen of San Mateo, California, captured the 750cc class series title riding a 500cc Suzuki. The maneuverability of the lighter 500cc machines could establish them as serious threats to the more-powerful Formula 750 mounts at Long Beach as well.

With practice and qualifying for the four and 6-wheeled Formula I cars and motorcycles alternating on Friday and Saturday, motorsports fans will have an opportunity to see literally the best of both worlds at Long Beach.

Barry Sheene, the handsome Cockney who competes under sponsorship from Suzuki of Great Britain, is enthused about the Long Beach event and will be riding a factory RGA500cc Suzuki.

"I think the bike will be sensationally quick around the streets," Sheene said, "and it's a race I really want to win."

Sheene is a close personal friend of Formula I World Champion James Hunt, also of England, who will be among the favorites in the April 3 Grand Prix. "If you think James will be spectacular on the hairpins just wait until you see the bikes," Sheene promised. "I expect to stand the bike up on the back wheel coming out of the slow corners. The fans in Europe love the spectacle and I expect Californians will soon find out we offer a very special form of entertainment.

"I think the fact that the spectators can see us at work helps us and so do the wheelies. We are determined to prove to a west coast audience that motorcycle racing is a superb spectator sport." ●

Schreiber shocks Europeans, Rathmell wins third straight

BELGIUM, FEB. 27

Malcolm Rathmell (Mon) won his third straight world championship trails round of the year, stepping out to an early lead in the FIM standings, 45 points to Yrjo Vesterinen's 23. The sloppy, muddy Belgian round was marked by the best-ever performance in Europe by an American trialer. Bernie Schreiber (Bul), riding his first official appearance internationally, rode in the mud to a fifth place finish. Martin Belair, in giving the news, said "I'll bet Bernie was really pumped. Wait 'til he gets in the dry soil and rocks of Spain; he'll blow 'em away!"

The only American to top Schreiber's achievement to date, (Marland Whaley's second at last year's U.S. round in Gold Bar, Washington), was never officially recognized due to Whaley's age. With one ride, Schreiber rises to 13th in the 1977 FIM world championship standings.

Don Sweet, riding his third European appearance, was 19th in Belgium. Bulto's nephew Manuel Soler, who was second in England last week, sank to 33rd in this event. ●

Results

1. Malcolm Rathmell (Mon). 2. Ulf Karlsson (Mon). 3. Yrjo Vesterinen (Bul). 4. Rob Shepherd (Hon). 5. Bernie Schreiber (Bul). 6. Nigel Birkett (Suz). 7. Jean-Marie LeJeune (Mon). 8. Martin Lampkin (Bul). 9. Gene Colson (Mon). 10. Mick Andrews (Yam).

WORLD TRIALS CHAMPIONSHIP STANDINGS AFTER THREE ROUNDS: 1. Malcolm Rathmell 45. 2. Yrjo Vesterian 23. 3. Ulf Karlsson 21. 4. Reynolds 20. 5. Soler 12.

CALENDAR

Calendar listings are a free reader service. All information is the responsibility of the event promoter. To be certain, call the phone number listed before going to an event.

March 2

R.A.C.E. HALF MILE & SHORT TRACK
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA All classes. P.O Box 55144 Riverside, CA, 92507. 714/735-1705

CMC HSMX
South Bay Park Spdwy., San Diego, CA. South on I-805 from Chula Vista, take Otay Mesa Rd. exit, go east 5 mi. All CMC classes. Entry $7, CMC lic. req'd. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

March 4

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

AME NITE MOTOCROSS
Indian Dunes, Valencia, CA. Prac. 7 pm, race 8. Post entry only, $6, Pros $10. 100% p.b. to Pros, 30% trophies. $4000 med. covg. 213/881-5778.

MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Vasco Rd. & Camino Diablo. Entry $8, $3 spec. All classes incl. OT and Vets. Trophies and Ex. p.b. New track. 687-2159, 634-3328.

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race 8. Entry $6, memb. req'd., $8. $4000 med. cov. 213/881-5778.

March 4-6

CUSTOM CAR, CYCLE AND HOT ROD SHOW
Movie World Exhibit Center, 6900 Orangethorpe, 91 Fwy. at Knott Ave., Buena Park, CA. Show hors; Fri. 6 pm to 12 pm; Sat 1 pm to 12 pm; Sun. 1 pm to 9 pm . RG Canning Production, presented by Street Machines Ltd. 213/588-1934.

March 5

STADIUM MOTOCROSS
Atlanta Stadium, Atlanta, GA. Stadium Motosports Corp. 250cc class. $15,000 purse, $15 entry. 714/494-6568.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/830-8010.

MARATHON FOR MITCH MAYES
Carlsbad Rcwy., Carlsbad, CA. 12 hrs., 10 am to 10 pm. Entry $100, 20% payback. Am/Int teams allowed, Ex. go alone. S.C.O.R.E. sanction, headlight req'd. and must work at tech inspection. Gate opens 8 am. Proceeds go to help Mitch Mayes. TV and radio coverage. 714/727-1171, 729-3492, 741-1042.

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

March 5-6

BAJA DE SADDLEBACK
Saddleback Park, Orange, CA. Sportsman class for motorcycles, $20 entry, 50% trophies. Send entry to Baja de Saddleback, 12800 Garden Grove Blvd., Suite I, Garden Grove, CA 92640. 714/534-6830

March 6

AMA NATIONAL ENDURO
Chaparrals M.C. Coyote Derby Enduro. AMA Nat'l. & D-37 pts. Red Mountain, CA. C riders go 1 loop, B & Sr. 2, A all 3. C entry $10, A, B, $10.50. $1 extra for post. 3-man team $1 extra per man. Drawing Feb. 24 at Michaels Inn, 2425 E. Orangethorpe, Fullerton, Ca. Entries rec'd. at drawing are post entries. Mail entry and 2 SASE to Chaparrals M.C., P.O. Box 743, Sunset Beach, CA 90742. 714/842-7341.

HARE SCRAMBLES
Woodville, TX. Hwy. 287 south 8 mi. from Woodville, east 5 mi. on FM 1013, follow arrows. 2 hr. race on 10 mi. loop. $6 pre-entry 7 days prior, $10 post. Texas Enduro Assoc., 726 Central Dr., Port Neches, TX 77651. 713/722-7926.

CMC POINTS MOTOCROSS
Saddleback Park, Orange, CA. Open 7:30 a.m.; sign 8-9:00 a.m.; pract. 8-9:00; race 9:30 a.m. Jrs., Ints. $7 mail, $10 post. Pros $12 mail, $15 post entry. 714/557-3323. CMC, Box 1402, Costa Mesa, CA. 92626.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate open 7 am, prac. 8-9, race 9:30. $1000 purse /. $7/$12 post, $2 e[illegible] non-memb. $3000 med. ins. 100% Pro p.b., 30% brass. 714/581-2778.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Signup 8:30, riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg., Nov., Am., Ex., Women, Sr. classes. School taught by Expert rider. Trophies to top 25% of each class. 714/879-0570.

B.O.S.S./CMC MOTOCROSS
Sacramento OHV Park, CA. Hwy. 50 to Prairie City, right to White Rock, right 2 mi. to track on left. Sptsmn. sign up 7 am, race 8:30. Int/Pros sign by noon, race 1 pm. 100% p.b. to Pros plus 10% Pro Fund. 30% trophies. This is the make-up race for all Intermediates from rained out date of Feb. 20 Husky series. 2210 Kinwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

AME $2000 MOTOCROSS
Sprocketts Park, Bakersfield, CA. Duraluble Pro MX Series. Pro $25 mail entry, $30 post. Sptsmn. $8/$10, 40% brass. Gates open 6:30 am, prac. 8:30, race 9:30. Memb. req'd., $8. $4000 med. cov. Highest OA points scored by moto in total series. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

C.A.T. TRIALS
Casa Grande Mtn. Trials, Arizona City, AZ. Btwn. Phoenix and Tucson, off I-10 (1.8 mi.). Sign in 8:30 am, start 10:30. Entry fee $6, C.A.T. & SATA memb. $4. A & B classes $2 & $4. 602/992-6168, 277-6407.

FLAT TRACK TRIPLEHEADER
Corona Rcwy., Corona, CA. Hwy. 91 to Magnolia off-ramp, west to Buchannon. All classes, 30% trophies. Half mile, TT and Short Track. R.A.C.E. 714/735-1705, 689-1913.

ROUGH SCRAMBLES
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. All classes plus Minis. 100% p.b. to Semi-Pro, less insurance. 209/358-6789.

CROSS COUNTRY RACE
County Line Cycle Park, btwn. Dallas and Fort Worth, TX, south of Airport Fwy. on County Line Rd. 1st North Texas Trail Riders' Assoc. sanctioned race of '77. Entry $6, gate $3. Trophies to six places. Prac 7:30 am, race 10. 214/438-1919, 253-7063.

SHORT TRACK
Cowhouse Motorsports Park, Fort Hood, TX. Enter main gate from Hwy. 190, follow signs. Sign up 10:30-12, prac. 10-12:30, riders mtg. 12:30, race 1 pm sharp. Entry $2, non-memb. $5. AMA sanct. 1/8-mi. track. Fort Hood Dirt Riders' Club. 817/532-2750 or 532-5386.

CROSS COUNTRY
South of Hagerman, ID, on State Hwy. 30, watch for race signs. $10 entry. Custom trophies & fin. pins. 3 laps, approx. 65 mi. Waterproof machinery. S.I.D.R.A. sanct. 208/837-6210, eves.

$600 MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. Sign up 7 am, race 9. Gate $3.50, entry $12 Experts, all others $7. $600 Expert Purse. Free overnight camping. Moreno Valley M.C. 714/653-2633 or 735-1301.

SEMI-PRO MOTOCROSS
Prison Hill, Carson City, NV. Turn at T-car, follow signs. Sptsmn. sign up 7 am, race 8:30. pros/Int. sign up by Noon, race 1 pm. 30% trophies, 100% p.b. to Pros plus 10% Pro fund. Camping OK. B.O.S.S. CMC 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

D-36 MOTOCROSS
Under the "E" St. Bridge, Marysville, CA. Hwy 70 to N. Beale Rd., Shad Rd. fishing access over levee to track. Gate open 7 am, prac. 9, race 10. Entry $8 sptsmn., $15 Ex, $3 spec. All classes plus PP, OT & Mini. 2113 Paseo Ave., Live Oak, CA 95953. 916/695-2727.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine $663 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $5, Int. $6, Ex. $7. Nov. prac. 9 am, race 10. Int/Ex. prac. 1 pm, race 1:45. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153, 236-8138.

MINI MOTOCROSS
Ponderosa Inn, 15 mi. east of Lancaster, CA, on Ave. J. Start 1 pm, entry $5, age limit 13 years. 50% trophies. Greyhounds M.C. 213/360-9287.

HARE SCRAMBLES
Ponderosa Inn, 15 mi. east of Lancaster, CA, on Ave. J. Entry $7, 40% trophies. 4x 8-mi. loops. 11 am start. Greyhounds M.C. 213/360-9287.

CMC MOTOCROSS
Lake Madera, Madera, CA, Cleaveland exit from Hwy. 99. Post entry only, Jr. $7, Ex. $15. 150% p.b. to Ex. 209/674-4047.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. International course [illegible] long motos and $ for F[illegible]tos and 30% bra[illegible] Sptsmn. All cla[illegible]00 med. ins. Gate ope[illegible] am, prac 8, race 9:30. Sptsmn $7, Ex $10, $2 extra for non-memb. 213/830-7519.

Women's points today.

CMC YOUTH MX
Argyll Park, 13 mi. South of Dixon, CA, on Hwy. 113. Gate opens 7:30 am, race 10. Entry $8. 60-80-100cc classes, Jr-Int-Ex. 30% brass. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

MOTOCROSS
Motorcycle Rcwy., Oklahoma City, OK. 405/627-3989.

Be 1st on the Newest!!!

NMA

ALL NEW..

SUPERCROSS

MX course

PRE PRIX

LAKESIDE CAMPING

ARCADE &

GOOD FOOD

SUNDAY

3-6-77

no memb. reqd.

Sportsman entry $8

Expert entry $15 post only

Cash payback to Experts

INFO:714-581-6400

RACING WORLD

Sunday, March 6

Flat Track

Triple Header

½ mile — ¼ mile — TT Scrambles

Practice 11:15 am — Race 12 Noon

info: 714-735-1705

Corona Raceway

A.M.E. $5,000 DURA LUBE

DURA-LUBE PRO SERIES

$2,000 — March 6
Sprockets Park

$1,000 — March 13
Spillway Park
Double AME Points

$2,000 — March 27
Indian Dunes

info: 213-881-5778

$1,000 Purse MX

AMC

Mar. 13

Saddleback Park

714-581-2778

A.M.E.

Youth Division
Calendar of Events
Indian Dunes

Friday, March 4 — Mini Track
Friday, March 11 — Mini Track

213-881-5778

Race Schedule

Mar. 6-Indian Dunes
Mar. 13-Escape Country
Mar. 20-Indian Dunes
Mar. 27-De Anza

CRC

213-830-7519

ADRA Race Schedule

Mar. 27 — Salone 100
May 1 — 4th Puerto Penasco GP
(Rocky Pt., Mex.)
602-252-1900

Saddleback Sat. Moto-X

30 *min. motos-Int, Jr. & Beg*

40 *min. motos-Pros*

Moto-X *Every Saturday*

Attention High Schools

Have your High School Moto-X on Sat. at Saddleback

Call 714-495-4771 for info

No membership or mail entry required

Every Saturday Motocross Corona Raceway

50% Prizes to Sportsmen

100% payback to Pros

info: 714-735-1705

NERVE SUCCEEDS

Desert Team Race

CRC

March 13
Calif. City

714-689-6114 days

AMC

RACE SCHEDULE

Mar. 6-Carlsbad
Mar. 13-Saddleback
Mar. 20-Carlsbad
Mar. 27-Saddleback

INFO 714-581-2778

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

D-36 SEMI PRO HALF-MILE
Orland, CA. All classes, incl. minis. Spec. 750cc class for Jr. and Ex. Med. ins. Gate open 7 am, prac. 10, race noon. Aragon M.C., P.O. Box 1311, Novato, CA 94947. 415/897-5350.

D-36 EUROPEAN HARE SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Hwy. 580 to Vasco Rd, follow signs. Entry $8, spectators $3, spectators under 12 free. 125 races at 9 a.m.; Old Timers at 9 a.m.; 250 at 11:30; Open at 2 p.m. Sign up one hou before race. 408/926-2715. Los Gatos MC. Box 802, Los Gatos, CA. 95030.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Signup 8:30, riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg., Nov., Am., Ex., Women, Sr. classes. School taught by Expert rider. Trophies to top 25% of each class. 714/879-0570.

DRA SILVER BEAR H&H
Start outside Cal City, CA, pit Red Mtn., finish in Cal City. 80-mi., point-to-point. $1000 purse, 20% trophies, decals, $3000 med. ins., etc. Mail entry $15, post $20. Send entry and 2SASE to Silver Bear, P.O. Box 2605, California City, CA 93505. Start 9 am, limed from 17 mi. N of 4/Corners, Hwy 395, left side and from Cal City Golf course. 714/373-4647.

MOTOCROSS
Sunshine Cycle Pk., Tucson, AZ. I-10 to Paloverde, south to track. Gate opens 8:30 am, prac. 9, race 10. Entry $8, Pros $12. 100% Pro p.b. Phoenix riders pay only $3 admission (except Pros). 602/795-1490.

March 9

R.A.C.E. HALF MILE AND TT
Corona Rcwy, Hwy 91 & Buchannon, Corona, CA. All classes. P.O. Box 388, Corona, CA 91720. 714/735-1705.

March 11

MOTORCYCLE SWAP MEET
Great Western Exhibit Center, Santa Ana Fwy. at Atlantic on Eastern, Los Angeles, CA. Sellings spaces $8 (10'x20'), $13 prime front locations. Reservations must be made in advance by mail. R.G. Canning, P.O. Box 400, Maywood, CA 90270. 213/588-7310, 24 hrs.

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00 race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

AME NITE MOTOCROSS
Indian Dunes, Valencia, CA. Prac. 7 pm, race 8. Post entry only, $6, Pros $10. 100% p.b. to Pros, 30% trophies. $4000 med. covg. 213/881-5778.

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race 8. Entry $6, memb. req'd., $8. $4000 med. cov. 213/881-5778.

MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Vasco Rd. & Camino Diablo. Entry $8, $3 spec. All classes incl. OT and Vets. Trophies and Ex. p.b. New track. 687-2159, 634-3328.

March 12

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/830-8010.

March 12-13

PHOENIX GRAND PRIX
Phoenix, Internat'l. Rcwy., Phoenix, AZ. 125, 250, Open, Sr., Hacks and Women's Division. $12 entry. 8-mile course w/water, 100-mile races. $12 entry. Sun M.C. P.O. Drawer "E", Mesa, AZ 85201. 602/945-4433.

V.O.T.E. 2-DAY ATA OBSERVED TRIALS
Texas Canyon, Canyon Country, CA. I-5 from L.A. to Hwy. 14 to Sierra Hwy. exit, follow arrows. 2nd round of Cal State Championship. Different 35 mi. loop each day. Start 9 am. Entry $12 mail, $15 post, $5 Beg., Kids, women. Entry and 2 SASE to VOTE, P.O. Box 4571, Panorama City, CA 91412. 213/883-6724. New phone and address.

DEALERS CHALLENGE MOTOCROSS
4th Annual Ranier Dealers Challenge International Motocross. $3,250 purse. Pre and Post entry, pre-entry deadline Mar. 4. Puyallup Rcwy. Pk., Puyallup, WA. Must compete with shop team. Giant trophies for Amateur. 206/631-1550.

March 13

GAMBLER ENDURO
Las Vegas, NV. Limed from Lake Mead and Nellis Blvd. Boonie Bounders M.C. Entry $11 mail, post. A,B,C, classes. P.O. Box 407, Mercury, NV. 702/649-1542 after 4 pm.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30 a.m.; prac. 7:30-8:30; race 9 a.m. Jrs & Ints. $7 mail, $10 post entry; Pros $12 mail, $15 post entry. CMC, Box 1402, Costa Mesa, CA. 92626. 714/557-3323.

D-36 MX
Sears Pt. Rcwy., Sonoma, CA., at Hwys. 37 and 121. Uses parts of natural terrain Trans-AMA MX course. Gate opens 6:30 a.m.; first race 9:30. Pro entry $15 (100% payback); $8 Am. Pit crew $3. Spectators $3. Under 12 spec. $1. 707/938-8448.

CRC TEAM RACE
California City, CA. 10 am start. 2 riders, 1-2 bikes and Ironman class for solo riders. 6x20-mi. loops. No memb. req'd. Bikes only. Entry $10 per rider. 714/689-6114, days.

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. Split program, Nov. Signup 8-9 am, prac. 9-10, race 10:15. Int/Ex. signup noon, pract. 1 pm, race 2. Entry $5 Nov.; 'int. $6; Ex. $8. Purse $705 or 50% of gate in bad weather. 817/694-2901.

D-36 SEMI—PRO ROUGH SCRAMBLES
Salinas Airport, Hwy 101 and Airport Rd. Signup 8 am. Entry $6 Ex., $5 Nov/Jr/Mini. All classes, open traction. 100% Ex. p.b. 408/899-2401, 394-8225.

MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Vasco Rd. and Camino Diablo. Entry $8, Ex. $15, p.b. to Ex. All classes incl. OT & Vet. 687-2159, 634-3328.

MOTOCROSS
Cyclerama, 13515 Bluewing Rd., San Antonio, TX. Entry $6, $10 Ex. $400 purse to 125/250 Ex. Start 10:30 Sptsmn., 1:30 pm. 512/736-2891, 633-2296.

CRC MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. 2 motos and $ to Ex., 3 motos and 30% brass to [illegible] All classes. [illegible] Gate open [illegible], prac. 8, race 9:30. Ex. $10, Sptsmn. $7, $2 extra non-memb. 213/830-7519.

Women's points today

AMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 xtra non-memb. $3000 med. cov. 30% same day brass, 100% Pro p.b. 714/581-2778.

TT SCRAMBLES
Sidewinder Spdwy., Kingman, AZ. Prac. 11 am, race noon. 30% trophies, Expert Purse. Entry $4 plus $1 gate. 602/753-6470.

D-37 HARE & HOUND
Lucerne Valley, CA, limed from "Y" cafe. Entry $9. Desert Squirrels Nut Cracker Run III. 714/581-3125.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

KMSA MOTOCROSS
Olsburg, KS. From Olsburg, go ½-mi. East on State 16, turn south, go 1½ mi. Mini-100-125-250-Open-Women's classes. Sign up 9 am to 12, prac. 10-11:45, riders mtg. 11:50, race noon. 50% of gate to Sr. riders. Knobby Hills, Inc., RR 4, Box 23, Manhattan, KS 66502. 913/539-8510, 456-9576, 456-2738.

MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. Moreno Valley M.C. Entry $6 Sptsmn., $10 Pro. Gate $3.50, spect. $2. All classes. 714/653-2633, 735-1301.

CMC MOTOCROSS
Dunlap Park, 38 mi. east of Fresno, CA on Hwy. 180 to Dunlap Rd., right 4 mi. to track. Entry $7 mail, $9 post, $15/$17 Pro. 100% p.b. to Pro, 30% trophies to others. Free overnight camping, gates close 11 pm. 2250 E. McKinley, Fresno, CA. 93703. 209/233-1834, 439-3042.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy 101 to Broadway exit, follow signs to riverbed. Sign up 7 am, race 9. Entry $8 Jr/Int, $20 Pros. Race for stock/mod ATC-90s. 30% brass, 100% p.b. to Pros. Free camping, $4000 rider medical 805/937-6171 $1000 purse, $5000 Duralube series race.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Gate open 7, signup 'til 8:30, prac. 8, race 9. Entry $8 mail, $10 post, Pros $12/$15. Memb. req'd. $8. Payback to Pros, 40% brass to Sptsmn. Mail entry no later than Fri. before event. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 SHORT TRACK
Triple M Spwy., Simpson Ln., Marysville, CA. Gate opens 9 am, sign up 9-11, race noon. Banked ¼-mi. oval. Mini thru 360cc classes. Entry $5, Expert $7. Semi-Pro p.b. $4 pit pass. 742-1653.

AME YOUTH DIVISION
Indian Dunes, Valencia, CA. Mini track. Pee Wee and Jr. Cycle — No 80s. 50% brass. Gates open 7 am, prac. 8, race 9. Entry $7, memb. req'd., $8. 213/881-5778.

B.O.S.S./CMC SEMI-PRO MOTOCROSS
Helvetia Park, West Sacramento, CA. Sptsmn. sign up 7 am, race 8:30. Int/Pros sign by noon, race 1 pm. 100% Pro p.b., 30% brass. New starting gate. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

March 16

R.A.C.E. HALF MILE & SHORT TRACK
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. All classes. P.O. Box 55144 Riverside, CA, 92507. 714/735-1705

CMC HSMX
South Bay Park Spdwy., San Diego, CA. South on I-805 from Chula Vista, take Otay Mesa Rd. exit, go east 5 mi. All CMC classes. Entry $7, CMC lic. req'd. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

March 18

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Vasco Rd. & Camino Diablo. Entry $8, $3 spec. All classes incl. OT and Vets. Trophies and Ex. p.b. New track. 687-2159, 634-3328.

CALENDAR

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race 8. Entry $6, memb. req'd., $8. $4000 med. cov. 213/881-5778.

March 18-20

24th WORLD OF WHEELS
Downtown Community Concourse, San Diego, CA. Entrants will be judged according to International Show Car Assoc. rules. $75 Best motorcycle award, $30 to "outstanding motorcycles." Pacific Promotions and RG Canning Productions. Entry chairman Sam D'Agosta, 4695 Berwick Dr., San Diego, CA 92117. 714/279-0991.

March 19

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/830-8010.

March 19-20

CAMEL PRO SERIES ROAD RACE
Charlotte Motor Spdway, Harrisburg, NC. Information from P.O. Box 600, Harrisburg, NC, 28075. 704/455-2121.

March 20

RED GARTER NATIONAL ENDURO
Las Padres Nat'l. Forest, CA. Marked from Hwy. 166 and Hwy. 33 near Maricopa. 125 mi. A/B/C limited entry. $11.50 per rider, mfg. teams $5 per team, other teams $1 per rider. Send 2 legal size SASE to Dirt Diggers M.C., 4601 W. Imperial Hwy., Inglewood, CA 90304. Nat'l. and D-37 points. Gas and services in Ventuacopa. Enduro street legal. Spark arrestor and silencer mandatory. 213/673-0306. Will be held rain or shine.

CRC HOBO 100 FAMILY ENDURO
Lucerne Valley, CA. A, B, and C riders. 3 loops: 1st easy, 2nd average, third challenging. Women, minis, and C under 16 go one loop, C riders go 2, A & B all the way. Entry $11 mail, $13 post, CRC members $2 discount. Family teams free, 2-3 man teams add $1 per rider. 2 and 3-loop riders receive no lateness penalty on 1st loop. CRC, 7601 Arlington, Ave., Riverside, CA 92503. 714/689-6114, days.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine $663 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $5, Int. $6, Ex. $7. Nov. prac. 9 am, race 10. Int/Ex. prac. 1 pm, race 1:45. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153

MOTOCROSS
Sunshine Cycle Pk., Tucson, AZ. I-10 to Paloverde, south to track. Gate opens 8:30 am, prac. 9, race 10. Entry $8, Pros $12. 100% Pro p.b. Phoenix riders pay only $3 admission (except Pros). 602/795-1490.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Open 7:30 a.m.; sign 8-9:00; prac. 8-9:00; race 9:30 a.m. Jrs., Ints. $7 mail, $10 post. Pros $12 mail, $15 post entry. 714/557-3323. CMC, Box 1402, Costa Mesa, CA. 92626.

ECRA MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. Classes: 1st Day, Beg., Nob., Int., Ex., Pro. Entry for memb. $7, Pros $10. Non-memb. $10/$15. 100% p.b. to Pros. 714/581-6400.

DRA EUROPEAN SCRAMBLES
Seven mi. north of Adelanto, CA, on Hwy. 395. $405 cash purse, 20% trophies and the usual stuff. Start schedule: 8 am, 0-200 reg. & Jr/Sr Beg., PP Beg and Mini; 9 am, 250/Open reg. Jr/Sr Beg., all Sr Beg.; 10 am, 0-200 reg. & Jr/Sr Nov. PP & all Sr Nov; 11:15, 250/Open reg. & Jr/Sr Nov.; 12:30, all Am/Ex. 714/373-4647.

B.O.S.S./CMC SEMI-PRO MX
Argyll Park, 13 mi. south of Dixon, CA, on Hwy 113. Nov: Gate open 6:30 am, prac. 7:30, race 8:30. 30% brass. Int/Pro: Sign by noon, race 1 pm. 100% p.b., Entry $8/$15. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240. Final race of "Husky Series".

AFM ROAD RACE
Riverside Rcwy, Hwy 60 E of Riverside, CA, to Day St. Prod., GP, sidecar classes. Gates open 7:30 am, prac. 9, race 1 pm. Pre-entry $18/8 (2nd bike), post $20/$10. 4996 Argyle Dr., Buena Park, CA 90620. 714/523-3892.

D-37 HARE SCRAMBLES
4th Annual Maywood M.C Bull Run, limed from California City, CA, Golf Course and from Hwy. 395. 10 am start, 2x37-mi. loops. Race held on all private land. Beginners and Trail Novice go one loop. Entry $8. Kiddie race Sat., Mar. 19. $2 donation to Rescue 3, 12 yrs or under, 100% trophies, 1 pm start. 213/864-5826.

D-36 SEMI-PRO MOTOCROSS
Santa Cruz Cnty Frgrds., Hecker Pass Rd., Hwy. 152, Watsonville, CA. Signup 6 am, prac. 8, race 9:30. Entry $6.50 plus gate for Nov/Am., Ex. $15. 100% p.b. to Ex. Ridge Runners M.C. 408/426-3237, 475-3619.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Gate opens 7 am, prac. 8, race 9. Post entry only, $8 Sptsmn, $12 Pros. Memb. req'd. $8. 100% p.b. 40% brass to Sptsmn. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5770.

STREET & DIRT POKER RUN
Fort Hood, TX, enter main gate (approx. 2 mi. west of Killeen off Hwy 190) and follow arrows. Start 1 pm. 20-mi. course for dirt bikes, 60 mi. for street. $3 entry. 2-up entries allowed for both courses. Entrants must register in person or by phone by Mar. 19. FHDRC, P.O Drawer A, Ft. Hood, TX 76544. 817/532-5386.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. ins. 100% Pro p.b., 30% brass. 714/581-2778.

March 27

D-36 HARE SCRAMBLES
Hollister Hills, limed from Hollister, CA. 125-250-Open-Ot-Vets. Mail entry, $9, post entry $12. Mail entry closes Mar. 16. Cross-country card and spark arrestors req'd. Club partic. trophy. Entry and 3 SASE to 2+2, P.O. Box 2321, Dublin, CA 94566 415/687-0963.

April 9-10

HANGTOWN NATIONAL MOTOCROSS
Plymouth, CA, 30 mi. east of Sacramento on Hwy. 16. Saturday: Sptsmn. day, Nov-Am-Ex. AMA sanct. Entry $15. Dirt Diggers North M.C., P.O. Box 41721, Sacramento, CA 95841. Sunday: AMA National motocross, 125 & 250 classes, $15,000 purse. Tickets $5 advance, $7 at gate. Tickets available at Ticketron outlets. No overnight camping. Dirt Diggers North M.C., P.O. Box 338, Orangeville, CA 95662. 916/985-7303.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

Carlsbad AMC
March 6th
U.S. GP Course
info: 714-581-2778
$ 1,000 Purse
125-250-Open Pro
payback: 1st $165, 2nd $85, 3rd $50, 4th $25, 5th $10
30% Brass - Same Day
100% payback to Mini & 100 Pros
$12 Pro - $7 Beg-Jr-Int
$2 extra non-members
gates open 7 am - practice 8-9 am - 1st race 9:30 am
$3,000 medical insurance

Northern California's Classic MX Course
Winter Championship Series Motocross
Sears Point Raceway March 13th
Gates open 6:30 am Practice 8 am Novice to Junior $8.00
Spectators & Pit $3.00 100% payback to Experts
Experts $15.00 125 — 250 — Open classes
Rain or Shine Hwy. 37 & 121, Sonoma, CA
707-938-8448

Moreno Valley M. ...nts
Spectators $2
MOTOCROS...
Mar. 6 DeAnza Park
$600.00
purse to Experts
Gate: $3.50, Entry $12 Experts, $7 all other classes
Sign-In: 7 a.m., Race: 9
FREE overnight camping!
15 miles East of Riverside on Hwy 60. Take Theodore offramp & follow signs.
Info: 714-653-2633 or 735-1301

MX track open 5 days a week
RACING WORLD ESCAPE COUNTRY
Trails open for riding 7 am til dusk 7 days a week
Events Scheduled:
March 6 E.C.R.A. Motocross
March 13 CRC Motocross
March 20 E.C.R.A. Motocross
Sat. racing discontinued until further notice — New series starting — watch Cycle News.
714-581-6400 Trabuco Canyon

AME
1st & 3rd Sundays
Sprockets Park, Bakersfield
Post entry only $8 Sportsmen $12 Pros
2nd & 4th Sundays
Indian Dunes
Sportsmen $8 mail — $10 post
Pros $12 mail — $15 post
Every Friday Night
Indian Dunes
Post entry only $6 Sportsmen $10 Pros
AME #1 for the year
125 Pro — 250 Pro — 500 Pro
receives a $500 cash prize
& top points Pro receives an additional $500 cash prize
AME
PO Box 1421, Reseda, CA 91335
213-881-5778
$4,000 medical insurance

AMA District 37
Grand Prix Scrambles
Desert MX Enduro
We've got it all!
info: 714-646-5186
or write: 899 Darrell, Costa Mesa, CA 92626
District Hotline 714-631-3700
Up to date race information

March 6
Riverside
Grand Prix
(Riverside Int'l. Raceway)
One hour races on combined asphalt & cross country
—gates open Saturday 4 PM
No charge for camping overnight
All classes:
Beginner, Novice, Amateur, Expert, Seniors & Juniors
info: 213-320-1015

WANT ADS

Help Wanted

Mechanic — Harley-Davidson
Five years experience a must. Top pay for top man. Call Dick Hutchins (213) 749-6235, L.A., Harley-Davidson/Yamaha. (2/TFN)

Yamaha mechanic wanted Earn $12,000 to $14,000 per year
In San Francisco Bay Area. We are a large — long time — & well established dealer for Yamaha, BMW, Triumph, Norton & Moto Guzzi. We offer year-around employment & excellent benefits. Only journeymen Yamaha mechanics who can meet & beat Yamaha flat-rate need to apply. Send application & brief work history to CYCLE SPORTS, 2355 El CAMINO, Santa Clara, CA 95051. (1/TFN)

Experienced Yamaha parts mgr.
Good salary for good experience. L.A. area. Cycle News, P.O. Box 498, Dept. CCS, Long Beach, CA 90801. (9/TFN)

Experienced Honda parts man
wanted. Apply Long Beach Honda, 11747 E. Carson St., Lakewood, CA 90715. (213) 860-1354. (92x)

Large motorcycle retailer
Needs personnel manager (parts & sales persons). Motorcycle experience preferred. (213) 671-0405. (9)

Help wanted
Service manager for Yamaha Triumph shop. Top pay for top man. Also commission sales person. Apply in person. Robert M. Law Motorcycle Sales, 224 N. Anaheim Blvd., Anaheim, CA. (9/2x)

Mechanic Triumph & Norton
Previous shop experience a must. Commissions. Ask for Gene — Sherman Oaks Honda & Triumph (213) 788-2251. (9/2x)

FULL TIME EXPERIENCED YAMAHA parts man. (213) 635-4541. (9/2x)

MECHANICAL ENGINEER to develop and test motorcycle accessories. Four day work week. Degree not mandatory but must be capable of working at degreed level. Send resumes to: Kevin Signorino, 9447 Haines Canyon, Tujunga, CA 91042. (9/3x)

Honda motorcycle salesman
Golden opportunity. Sell the #1, with one of Los Angeles area OLDEST & LARGEST dealerships — LONG BEACH HONDA. Only top man with motorcycle experience need apply. Ask for Wes Mullen, (213) 423-1433. (7/3x)

Honda mechanic wanted
Minimum 2 years experience. Apply at Ontario Honda, 1170 W. Holt, Ontario, CA. (213) 331-7115 or (714) 983-0695. (8/2x)

Experienced Honda parts man wanted
Apply Hacienda Honda, 507 N. Azusa Ave., La Puente, CA. (213) 968-6461. (2/TFN)

Experienced Honda Service Manager wanted
Apply Hacienda Honda, 507 N. Azusa Ave., La Puente, CA. (213) 968-6461. (2/TFN)

Harley-Davidson mechanic and service writer
Opening for 2 experienced, ambitious men to come west where the action is. Excellent pay, bnefits, profit sharing. Write: R.W. Hutchins, L.A. Harley-Davidson, 2531 S. Main St., Los Angeles, CA for applications. (9/TFN)

MOTORCYCLE SALESMAN WANTED. Experience preferred but not necessary. Apply at Ontario Honda, 1170 West Holt, Ontario, CA 91761. (714) 983-0695 or (213) 331-7115. (9/2x)

Raymond A. Bercovitz previously with Yamaha International Corp.
as Western States motorcycle field service technician is available and wants to get involved in a Yamaha dealership either as partner in the total dealership, buy dealership service department or go to work for dealer as store or service manager with possibility of future buy in. Preferred areas would be either in Los Angeles or San Fernando Valley; but depending upon the amount of personnel involvement in a dealership I am not limited to just these areas. I have much to offer and want to put it to use. Please send reply to: 401 So. Knott #D-2, Anaheim, California 92804 or phone (714) 826-8955 or (213) 939-7085. (9/2x)

'74½ CZ 400 GP
Lay down shocks, chain tension, Mikuni, Inter-Am bars, Maguras, GP seat, Number One kit, and Goki air, $625. (714) 826-8317. (9)

'75 — 400 MONO: Proven desert winner, extras, $825.00. Dick Camp 02 (213) 372-2266 or (213) 532-6859. (9)

Kenny Roberts 500 TT
bike as featured in cycle World Magazine. Mags, disc, etc. $2495. Call (415) 798-2580. (9/4x)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20% Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (4/TFN)

Triumph parts & bikes
Selling out: Hard to find original 650cc engine and stock parts and eight (8) complete Triumphs running, including Rickman and Hindal. See and make offer. (209) 431-5531. (6/4x)

Ducati-Norton-parts & repair
Exhaust port threads repaired on all makes. Valve seats replaced — crank cases repaired — Heli arc welding — custom engine work. Jack Simmons M/C Machine & Repair, 1241 S. State College, Fullerton, CA 92631. (714) 992-0165. (6/4x)

1973 Husqvarna 250 CR **
I have been working on my B.A. degree and just have not had enough time to ride it. The bike is literally stock. Original bore, brand new 3.00x21 and 4.50x18 "rim-savers" Cheng Shin, 3 tanks (stock, 1.5 gal. MX and 3.5 Vesco), case saving skid plate, J&R silencer plus stock silencer, stock manual and advanced Clymer manual, and numerous factory Husqvarna tools. The bike has been ridden in 3 enduros in the last year. Perfect trail bike or enduro machine. I need the money, getting into another sport. $700. Call Mike (213) 421-4904. (8/TFN)

'76 KTM 175
Desert ready, excellent cond., $950. Eve. (714) 675-3985, days (714) 630-7040. (7/3x)

Mission Hills Motorcycles Hodaka HUSQVARNA Montesa
'77 models now in stock. Sale on all '76 models. (213) 785-4289. (8/TFN)

Wanted BSA 750cc Flattracker any parts, pistons, A.R.D. magneto, rods. 3330 Brunswick, Florissant, MO. 63033. (314) 838-1141. (8/3x)

Kawasaki 90 used twice
$325 is a stel. Come see. 8148 Sepulveda Blvd., Van Nuys, CA 91402. Tony (213) 786-9889. (8/2x)

'74 Husky 250CR mag like new
Inside and out. Very sharp, very quick. Chrome tank, gas Girlings. See to appreciate. (714) 494-5051. (8/2x)

'75½ Yamaha
400 moto shock, $800, extra, loaded. Day (213) 591-5665, night (213) 832-3536. (7/2x)

1975 HONDA XL 125 — wife's bike, showroom condition, extras, $600.00 cheap. (213) 425-3956. (7/2x)

'71 Maico 400
Runs good and many extras, new tire. $375 or offer. (213) 424-4218. (8)

MSL 2 cycle Ester Base Synthetic
Mixes 64:1. Lowers friction/reduces wear. If your dealer doesn't have it — order direct at $17.88/case of 12-8 oz. Includes shipping. MN. residents add 72¢ sales tax. Money back satisifaction guarantee. Send check to: MSL, Inc., 312 E. Main St., New Prague, MN 56071. (8/2x)

'76CR125 MR175 first $550 each
125, 34 Mikuni, Pro-pipe, never raced. 175 has 500 miles. Both bikes like new. Come see and you'll buy today. Hacienda Hgts., CA. (213) 961-2383. (8)

Honda 500 single
Hi-Per-Kinetics special. Has everything & more, $900. Eve. (213) 833-8792. (7/2x)

Two nice, Husqvarna 250 GP!!
To talk about. Must see and make offer. You'll like! (213) 344-5604. (7/2x)

Get into speedway
1976 Jawa 500 DT, lots of extras Also Rainbow Enterprises Speedway Racing Team Van, Dodge Maxi, $6000. Used speedway tires, $10. (213) 370-8270. (7/2x)

Rebuilt-runs and rides great. '68 1 ton Dodge. '73 Queensize, Bike rack and goodies. Asking $3,975.00 Evens. (714) 776-6668. (8/2x)

MSL = More Service Life Try it — you'll believe it! (7/2x)

1976½ Yamaha I.T. 400, plated frame, just assembled, fresh and Sano $895. — 1973⅝ 360 M.X. Parts, like new frame, swing arm, forks, shocks, tank, fenders, side covers. (213) 363-9130. (8/2x)

Norton Flattracker TT
Pro-built, redline, cerianis, dependable, extremely rapid, only $1,295.00 (213) 363-9130. (8/2x)

'76 Yamaha YZ 125 Monoshock
1 race, excellent condition, clean, no dings. Need cash $750/offer (714) 683-5799. (8/2x)

1976½ 250 GP Husky. Snake pipe. Perfect throughout, $1150. (213) 367-1722. (8/3x)

75 Yamaha YZ 250 Monoshock
Excellent condition, looks new, fresh piston, chain, front tire A Steal at $600. (714) 683-5799. (8/2x)

TA125 Yamaha RR
New top and bottom end, Dunlop tires, some extras, raced very few times, must sell! Best offer! Need money! Ask for Bill. (213) 269-0148. (8/3x)

Road racers!
We carry a full line of parts for your TA & TZ Yamahas. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA. (213) 587-7244. (46/TFN)

Schwin bicycle frame
With kick stand. Brand new, $25.00. Ask for Jeff (213) 425-1071. (5/TFN)

Ken's custom trailers
4 rail motorcycle trailer, 2,000 lb. capacity, $265.00 Call (213) 862-8601. (4/TFN)

Triumph Parts
Trackmaster & stock frames, heads, 750 & 650 barrels, rods, wheels, tires, chains, carbs & Mikuni kits, pistons. Call after 6. (714) 897-4337. (8/2x)

B & M Parts
is now under new ownership. Call us for those hard to find Honda-Yamaha parts. Complete stock of Moto-X accessories. B & M Honda Yamaha Parts, 3013 W. Ball Rd., Anaheim, CA. (714) 827-0220. (7/4x)

Quickest TA-125
Also lightest, many many spares, class champion. (415) 768-9221 Days, (415) 234-5822 Eves. (6/4x)

Honda valve grinding set
For sale. Complete with all stones and pilots and dresser. Ask for Craig (213) 698-0065, eve. (714) 870-7913. (9)

'76, '77 RM 250 super trick
'77 motor, 38 carb., FMF pipe, Works shocks, air forks, Metzelers, Andre bars, padded set, much more. All parts are fresh, race ready, few spare parts. $850. (213) 430-9545. (9)

Husky parts
1975, 360 GP barrel — head — seat — pipe — swingarm — misc. bottom end & gears. (805) 944-3449. (9)

NEW ELSINORE 250, ridden twice in front of house, $1000.00. (408) 336-5260. (9)

1974 CZ 250
GP frame, 34mm Mikuni, Curnutt shocks, Andre's bars, plastic levers, J & H cleansweep pipe, stock pipe, 3 gal. desert tank, stock tank, skid plate, frame set-up for forward shocks. Many extra parts. Factory pullers, DID front, Akront rear, front forks re-worked, Filtron filter, extra countershaft sprockets, Honda seals. Bike has not been ridden since October, 1975 and is in immaculate condition. (213) 370-0663 or (213) 325-8800 ask for John. $700.00. (9)

1958 ARIEL SQUARE FOUR. Norman Shomber, 3294 S. Acoma #6, Englewood, Colorado 80110. (9)

'76 Yamaha YZ 175 monoshock
1 race, excellent condition, clean, no dings. Need cash, $750/offer. (714) 683-5799. (9)2x)

'77 TT500
Few rides. K&N, Andres, fork brace, 3.50 rim saver, super Trapp, $1,195.00. (213) 768-1503. (9)

Honda XL350 engine!
Megacycle needle bearing cam, S&W valve springs, larger intake valves, Venolia piston, lightened crank. Runs strong and is dependable. $325 includes exhaust and shift on either side. (702) 747-1439. (9)

Maico-Seattle
Former Midwest dealer has unused 1975½, 250 and 400 GP. $950 each. Also 1975 used 450, clean, $700. (206) 546-3704. (9)

'75 monoshock 400
O.C. monomods, Terry kit, every xtra iminagable. Runs super, $750. (213) 694-2250. (9)

'75, 250 YZ"B" mono
O.C. mono work, Terry kit, new tires, K&N filters, $700.00/best offer. (714) 548-6137. (9)

XL 250 Honda, $395
'74, stock, 4M, good cond. Palmdale (805) 947-3764. (9)

Chev. Deluxe window van
'71, all extras, set up for hauling cycles, E-Z lift hatch, $3800.00. (213) 242-8920 or (213) 241-5793. (9)

'70 Ossa Pioneer 250 enduro
Like new, only 1500 miles, best offer. Nite (213) 823-4402; day messages (213) 823-3353. (9)

$475, HONDA CR-250, 1973. Stock, runs strong, not raced. Bars, forks, & frame true. No dents in tank, no rips in seat, meticulously maintained. (714) 223-2869. (9)

Champion frame 360 Yamaha
Right hand shift. $695.00. Call (415) 798-2580. (9/4x)

1974 Yamaha 360 enduro
Desert special, Works precision shocks, 1900 actual miles, excellent condition, extras. Oversize tires & tank, $600. (714) 683-9805. (9/2x)

360 Yam. Trackmaster
Fresh rod & piston, new chamber, Kendic carb, Barnes rear, spares, Webco head, H-D mag, needs shocks, $650.00. Also 750 Kaw. parts. (213) 545-1481. (9/2x)

TRICK '73 SL 70 HONDA, $250.00 or best offer: '71 Montesa, basket case, 125 & 175 barrel, pipe, piston, extras, best offer. 395 Chevy. engine, Turbo trans., like new, $450.00. (714) 962-4993. (9/2x)

'76 AW 400 Maico
in ex. condition. Factory forks & shocks, frame fixed, new top end & much more. Sano wheels also. $1195. Tustin area (714) 538-9717. (9/2x)

1974 mag Husky 250
Wide-ratio gearbox, '76 head, new top and bottom ends, air forks, gas Curnutts, Mikuni, MX and Vesco tanks. Like new — $700. (213) 285-6732. (9/3x)

Jawa speedway/Suzuki GT250
Quitting bikes — sell or trade for car or truck. 500cc ESO Jawa, fast, few races, spares, $950. 1974 Suzuki twin, cafe racer, clip-ons, chambers, $500. (714) 838-2902. (9/4x)

72 Super Rat Hodaka $150
This quick little number runs terrific, good shape call (213) 247-2570. (9)

Wanted: Self-contained — later model smuggler — aprox. 18-20 ft. Must be in good condition. Call (714) 678-3359. (9)

1976 RM 370 Suzuki
Ridden very little, stock & desert tank $800. (805) 642-0472 Ventura. (9)

Wanted expansion chamber for 1972 Suzuki TS-250 Call (714) 523-9555. (9)

Mooch deals "Munari & Norstar Boots" $59.95
Close out on odd sizes, $51.95. Call for sizes. S & L Yamaha,5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (20/TFN)

Harley parts for sale
Frames, cylinders, heads, engine cases,.cams, rod sets, flywheels, distributors, springers, plus much more — $7,000. For more information and complete parts list call Davenport, Iowa 1-(319) 324-7674. (6/4x)

Kenny Roberts 500 TT
$1,995.00. Call (415) 798-2580. (9/4x)

'76 RM 370A
Terry Kit, 38 Mikuni, Bassett alum. swingarm — axels, ported, Wiseco, Honda rims, xlnt. cond. Fast & reliable. $850.00. See at Frontier Mkt. — Johannesburg, CA — (desert race area). Jon Deese (714) 374-5641. (7/2x)

ROAD RACING SPECIAL — 120 H.P. Suzuki motor & Dresda racing frame kit. First class — all new! $3,000.00 sell or trade. (702) 870-4575. (7/2x)

'76 KTM 250 GP
Late model '76, excellent cond. fox reservoir shocks, heavy duty rear spokes, super fast, best offer around $1300 call Parry (209) 227-9168. (8/2x)

1976 Honda XL-125 Perfect
low miles $535 - after 6 pm. (213) 986-2011. (8/2x)

Maico 75 400
Cantilever — air forks — up-pipe 8 ga. spokes. $800 (213) 765-4322, 994-0462. (8/4x)

Honda XL 250
Trick piston, cam, valve springs, ported & polished, 34 Mikuni, straight pipe, Elsinore seat, plastic tank, Boge shocks, new tires, fork brace, skid plate, excellent cond. $600. (213) 596-4345. (9)

Cycle trailers . . . $176 & up
Major brand 2 & 3 rail + custom 4 & 5 rail trailers — small or large wheels. Hitches installed. Call for LOWEST PRICES. MSC (213) 767-1757. (34/T.O.I.)

"New trailers"
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (31/TFN-E.O.I.)

Penton KTM MC5 alloy side panels & inner fenders
Polished to a high lustre. Don't crack like stock, $16.95 ea. Specify side. Self adhesive foam backing for air box side panel, thicker than stock. A must! $3.50 ea. New light weight alloy inner fenders, won't break like stock, clears chain and pipe, matches side panels, only $14.95 ea. Dealers inquiries invited. Send check or money order to: Trails End, 16394 E. 14th St., San Leandro, CA 94578. (415) 278-1565. (9/TFN)

MOTORCYCLE TRAILER carries three. Excellent condition, $200. (213) 583-5166. (9)

'73 YAMAHA 360 MX, good cond., $500.00. (714) 535-3550. (9)

'74 MR 50 Honda
Mint condition — lots of extras — P-K equipped — new tires — out grown, $295.00. (714) 688-1463. (9)

'77 Honda CR125M3
Fox Shox, fox fork kit, Redline swingarm, FMF engine kit, 520 chain, H-D spokes, etc., etc. Must sell!! $900. (213) 888-0124. (9)

'74¾, 250 Husky WR
Real sharp! Ridden only 5 times — Boge shocks — Metzeler tires — Haven't any time to ride — must sell. Sacrifice $800.00. (213) 287-5312. (9)

'76 RM125 Suzuki
Ex. cond., extras. $600 or best offer. (213) 525-7898. (9)

'74 Yamaha SC500
Terry kit, moved up Boges, ported, very fast, good desert bike. Lots of extras, $550.00. Call weekdays till 4:00 p.m. only, weekends anytime (213) 695-4203. (9)

'76, 400 KTM
Two tanks, two pipes, Fox shocks, many other extras, $1150.00. (209) 759-3549. (9)

Yamaha monoshock 250 MX
Absolutely perfect. All the goodies, $800 — (714) 495-4893. (9)

75 CB 750 Honda
Windjammer — Kerker — SW shocks — Hayden cooled —RC parts — very clean. $1800.00 (213) 793-4226. (9)

1976 400cc KTM
Excellent condition. Leading axle forks. Vesco and stock tanks $1300 Eves. call ask for Alan (805) 687-9360. (9)

YZC 125cc Like new, beautiful condition. Must sell soon $480. (714) 446-2423. (9)

Factory CZ 250's
are not this built. My '77 CZ has Maico forks, 9½" rear travel, 36 Mikuni, Pro pipe, DID's, factory replica tank & more. Spares include barrel & forks, $995. Eves. (714) 626-6472. (9)

New 1976 80cc minicycle
Never ridden floor display — excellent for female or young boy as trail bike — larger than XR-75 or YZ80. Curnutt shocks — Ceriani 5" travel forks, MORE. (213) 285-3653 eve. after 6:00. (9)

1976 Honda Accord 5 spd., A1R
5500 miles, silver, $4995.00. (213) 928-3711. (9)

YAMAHA DT1, dirt, xlent. cond., many xtras, $275.00. Evenings (213) 285-6681. (9)

Hodaka Combat Wombat 125cc
Excellent condition, bought in 1976, bike stored new 2 yrs, plastic tank, Petty fenders, Akront rims, ridden little. Sell $350.00 firm. Also Yamaha Moto-X bike, sell $75.00. (213) 352-1753. (9)

Yamaha road racer
TR3 Yamaha road racer. Both 250 and 350cc. Mint condition, spares, superb club racer or cafe machine. $1500 O.B.O. For more information call after 7:00 p.m. (214) 387-0126. (9)

'73 Yamaha 250 MX
Mint, 50 hrs. total on bike, with 3.8 gal. desert tank. $440 or best. Teflon rings, new tire. (714) 879-8988. (9)

Champion Kawasaki 350
Ceriani R.R., Koni, Kimtab, close ratio, F81M mag, 34 Mikuni. Any spare you want. Stored 2 years — sell cheap just to see it win again. (714) 558-7392. (9)

'75½ KTM Penton
Must sell this x-lnt. machine — best offer over $500 or ??? (213) 432-1453. (9)

'72, 450 Husky WR
Air front forks, Bilstein rear, extras, tanks, shocks, $450.00. '74, 250 KX Kawasaki, new top end — extras, swingarm, $500.00. After 5 p.m. (415) 479-2831. (9)

Yamaha '72 factory 350 GP
Never started! Offer. Also Yamaha 400cc, '76 monoshock — 30 hrs., $1000, Mod. Z1. Also classic cars. Fantasy Junction (415) 849-2324. (9)

'76 YZ 80C
Almost-new condition, Boge shocks, clean & reliable, $495 — make offer! (213) 823-6078. (9)

'74 RD-350
Like brand new, only 8,000 miles, $550.00. (213) 773-0477 or (213) 587-2459. (9)

'76½ RM 250
Going away to school, $800. (213) 697-8440. (9)

'73 Yamaha 175
Xlnt. cond., desert equipped, have all street equip. $350.00. Long Beach (213) 429-8146. (9)

1975 Yamaha 250MX mono
Many extras, good condition, make offer. Call (714) 539-3509. (9)

1974 Honda CR125
Many extras, good condition, make offer. Call (714) 539-3509. (9)

Royal Enfield 750 — $530
Interceptor '66. Excellent street machine. (213) 666-8653. (9)

ARAGON TRAILER. 3 rails, 6 ply tires, $225. BULTACO 100cc, short wheel base, excellent wheelie bike, $250. (213) 441-2540, evenings. (9/4x)

Triumph X-75 Hurricane
One adult owner, factory stock, 10;,000 miles, never dropped. Must see to believe, concours condition. $1995.00. Box 532, Nederland, Colo. (303) 442-6006. (9/2x)

76 RM 250 Suzuki must sell
Metzlers, Magura levers, rebuilt top end, much more, excellent condition, $775.00 (213) 454-1022. (9)

66 BSA Hornet
Great Shape — needs attention to electrics $700 after 6. (714) 599-2557. (9)

WASP Sidehack 450 Husky 6SP
Resonable, many extras (213) 787-3717. (9)

Norton 850 Suzuki 400
'73 850 Norton, Dunstalls and custom paint, $950. '73 TM 400 Suzuki, Curnutts,Trickit, $400. (805) 252-4347. (9)

'76 KTM 175. EXCELLENT COND., $800.00. (213) 721-7831. (9)

100 Greenstreak
Real fast, all new, Curnutts, Akronts, spool hub, Barnes clutch. (714) 776-5081. (9)

'73 Honda CR 250
Xlnt. shape. Take it home for just $399.00. (213) 896-5860. (9)

FMF Suzuki
250 RM. Was FMF R&D bike — Otto Werks air forks — Metzelers — factory barrel — Motoplat ignition — Works Performance shocks — Magura throttle & levers — Husky bars — $850.00. (805) 944-3449. (9)

1973 Husky 400
Recent new top end, trick rear suspension with Fox shocks. New custom pipe, new C.D.I. ignition, excellent condition, $800. After 5:00 (714) 886-2226. (9)

'76 YZ 125C
Air forks, new top end, super fast, never raced, $600.00. (714) 780-9416. (9)

Jawa speedway, $475.00
Great learning bike, all new top end has never been run. Leaving for Hawaii. Unreal deal for $475.00. (805) 325-7503. (9)

KTM 175, 1976
Mikuni carb — skid plate — excellent cond. (213) 320-3738. $900.

'76½ IT400 Yamaha monoshock
Low miles, excellent condition — 1 case 2 stroke Penzoil — 2 extra tires. Must sell, $1095.00. (213) 889-6950. (9)

'71, 650 BSA Lightning
Stock, fine running street bike, 7000 miles. This classic bike is priced low for easy sale. $595. (213) 397-2533. (9)

OSSA 1974 Six Days, used for enduros, $550.00 or offer. (714) 635-8139. (9)

'75½ CZ 250
Immaculate, stored 1 year, original tires still good, 38 Mikuni, pipe. $695.00. (213) 848-1760. (9)

Wanted Penton 125
Need late model in top condition for enduro riding. (805) 270-1540. (9)

'75½, 250 Bultaco Pursang
Work's Performance shocks, Fox Forx. Looks and runs excellent. Asking $600. Consider trade. (213) 397-2533. (9)

Maico GP 250
'75, 6 months old — up-pipe — Metzelers — aluminum tank — S&W's cantilever — all setup by Wheelsmith. Stored 3 months — excellent. $700.00 or offer. Desperate. (714) 998-2618. (9)

1974 Yamaha 125 MX
Broken frame, will sell reaminder of cycle as parts. Good 175cc engine, $125. Shocks, seat, bars, R/wheel, pipe, forks. (213) 865-6601. (9)

1971 Husqvarna 360
Good condition, very reliable. (213) 534-0432. (9)

Rare 750 Rickman-Royal Enfield
1470 original miles, Lockheed, etc. $2000. (213) 534-0432. (9)

'71 HONDA 175. CLEAN, RUNS, needs minor work. $150 or best offer. Also SUZUKI TS 125, excellent condition, bought new in '76, $475. (213) 771-8929. (9)

'74 Husky 250 WR
Curnutts, Vesco & stock tank, 2 new rear tires, new top end & rear brakes, CZ chain, Hooker spark arrestor and more. $750.00. (714) 493-4363. (9)

'73 MAICO 400, good cond., ext. prts. and leathers, $525.00. (213) 677-1228. (9)

'76 TT500 Yamaha, like new
Xlnt. shape, extras. Injury forces sell, $1120.00. (213) 845-5606. (9)

'77 Suzuki RM250B
Must sell because of injury. Doctor says no more riding. Ridden 3 times. $1050 or best offer. (213) 771-9644. (9)

'76 Honda 125 Elsinore
S&Ws, Cross-up swingarm and much more, excellent shape. A complete steal at only $525. (213) 343-1313. (9)

FMF Flyer
'75, 125 Honda, FMF head, pipe, porting, air-oil forks w/accumulators, gas Cerianis, Pro-fab swingarm, 32mm Mikuni, new piston & rings, big spoked front rim, extra FMF barrel, head, pipe, 32 carb, and more. $600. (213) 326-8157. (9)

'75 ELSINORE CR125, clean, stock, extras, never raced — $495.00. (714) 523-0211 Ext. 279 — 633-7179 aft. 6 p.m. (9)

'76½ RM250A
Andres, Maguras, B model axle, kitted air forx, tensioner, Petty fender, titanium engine bolts, service manual. $875 or trade for '76, 400 CZ. (805) 944-2912. (9)

Husky—250 CR—Penton 125
'76 Husky — clean and like new. Sacrifice $950. '73 Penton 6 Day B model Sachs — DID wheels — good condition, $400. (213) 344-8089. (9)

'76 Husky 250 CR
Vesco desert tank, new Curnutt shocks, Malcolm Smith chain tensioner and skid plate, Preston Petty handle grips, many extras, beautiful condition. Must sell — $1,095.00. (213) 371-4179. (9)

1975, 400 Yam. mono
"Must see," has everything! 'Air front forks', brand new rear mono-shock engine in great shape. Don't miss it. Must sell, $795.00. (213) 630-1174. (9)

VOLKSWAGEN Trike, custom paint, newly rebuilt engine. (714) 842-0076 or (213) 421-7333. (9)

'76 YZ175C mono
Head & port work. New Metzeler-R-tire, 2 tanks. Vet's-bike, $825.00. (714) 525-2163. (9)

BSA 500
'75 Thumper on original rear tire, excellent condition, all manuals, extra parts, 278 pounds wet. $800.00 offer. (714) 646-4631. (9)

Dunstall cafe kit
For Kawasaki H2 750. Yellow, never used. Includes body, fairing, seat, set-backs, clip-ons, etc. Listed $410.00. Yours for $150.00. (209) 478-0642. (9/2x)

'74 Husky CR250
Excellent condition, lay/down gas Girlings, new Barum tires. $600.00 or offer. (209) 586-5129 or (209) 586-4793. (9/3x)

B.T. CR Honda 100
C & J frame like new, $1450.00. Bryon Antonicci (714) 443-1913. (9/2x)

'75 BMW R90S, DAYTONA ORANGE, new battery, fork springs, only 11,000 miles, excellent condition. $3,000. (213) 422-2633. (9)

'75 Maico 250
Ported by Wheelsmith, Konis, DID's, Andre bars, new top end, Wheelsmith up and down pipes, lots of extras. $895 or best. (213) 428-6053 or (213) 531-2523. (9)

'74 Honda Elsinore CR 125
Redline swingarm, T & M pipe, 32 Mikuni, Moto-Tec, CDI, new tires, gas shocks, raced little, excellent condition. $450 or best offer. (714) 539-8753. (9)

'76 RM 370
Maguras, Inter-Am bars, Terry forks w/air, skid plate, M.S. tensioner, Skyway, xlnt. cond. (714) 639-7321. (9)

DESERT SLED. '61 TRIUMPH 650cc, xlnt. cond. $450.00 or take mini bike as part trade. Extra Triumph parts for sell: Crank, barrel, rods, pistons, cases. (213) 696-8752. (9)

A real steal
750cc Yamaha flat tracker. Must sell, $1400. Call between 9 & 6, ask for Gene (512) 425-2677. (9)

XR 750 Harley-Davidson
Late 1975. Latest cams, manifolds, heads, frame, etc. Motorcycle was raced very few times, still like new and race ready. Many extras, $4195.00. (206) 848-3849. (9)

1971 HONDA 100. XLNT. BEGINNER'S, wife's bike. Set up for dirt. Knobbies, Petty's, Filtron, etc. $195. (213) 926-8302. (9)

'75 GP Husky 250
Shop maintained, Fox shocks, reliable, proven winner, $850 or best offer. (415) 328-6234. (9)

'73 YAMAHA 360MX. FRESH TO END and forks. Super ugly but stone reliable. 50/50 guarantee. A lot of horspower for only $350. (714) 683-2046 eves. (9)

'74, 125 Elsie, $425
New engine & trans., forward mount, T & M head, pipe, Mikuni carb., new clutch, ported. (714) 731-3154. (9)

YAMAHA 1972, 360 MX. Good condition, fast, reliable. $425.00. After 6:00 p.m. (213) 363-8979. (9)

440 WR MAICO, $750. YZ80C, $375. 38mm Mikuni, $30. 40mm Kendick, $30. (714) 842-2265. (9)

Luke Messer's
Maico is for sale. Full FMF, cantilevered gas Girlings, xlnt. condition. $600 or best offer. Also TM 100, good condition, $100. After 3:30 (213) 899-0846. (9)

Suzuki half miler or TT
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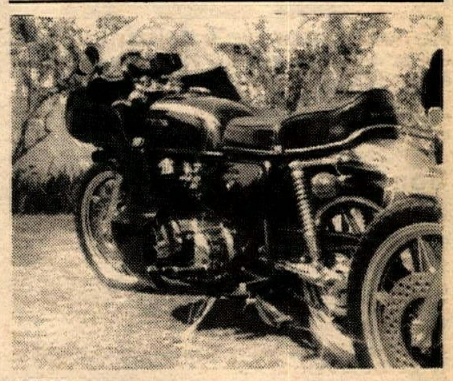

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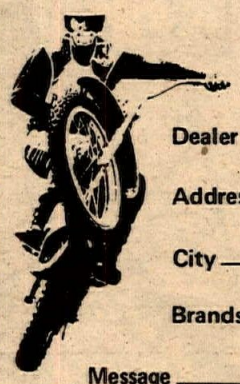

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